



PART IV – RECOMMENDATIONS

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1.0 Introduction

Part IV includes the courses of action recommended to address the issues developed in coordination with the JLUS Advisory Committee (AC) and Technical Committee (TC) and approved by the AC. The consensus on these recommendations is that the AC determined each to be realistic, achievable, and executable for the organizations and stakeholders its members represent.

The goal of the recommendations is to address the JLUS Issues discussed in detail in *Part III – Compatibility Issues and Analysis* and provide specific OEA-validated tool(s) for land use authorities and other stakeholders to use. Proper application of these tools will help the region to mitigate existing incompatible land uses and establish procedures and processes to ensure future land use decisions do not inadvertently threaten Kirtland AFB missions or unnecessarily limit regional development. As such, the recommendations help balance sustainment of current Kirtland AFB missions and viability of future possibilities with the development visions of regional governments.

Budget estimates have been included where possible. However, many of the actions will involve levels of effort that cannot be defined that will occur over several years precluding budget estimates. The majority of recommendations are associated with staff actions by stakeholders and similar entities throughout the MRCOG planning region which will require workload adjustments that cannot be projected. For example, there is no way to forecast the number of development applications needing to be referred to the Base or Sunport by various land use authorities.

The recommendations recognize the differences in land use and land use control philosophies amongst the stakeholders by recommending “consideration” versus “implementation” in many cases. This is evident in discussions of land use controls in that recommendations do not specifically call for zoning controls. The use of zoning is a more aggressive step that can be taken by stakeholders comfortable with such a strategy without suggesting zoning is or should be acceptable to all stakeholders. In some cases, such as the Pueblo of Isleta and the other 12 Native American communities within the MRCOG region, zoning could not be applied based on how land is owned. Therefore, recommendations for

aggressive kinds and applications of land use controls has been left for the determination by individual stakeholders.

There is no intent for any recommendation to adversely impact existing, approved developments or associated agreements. Compatible land uses by FAA and Air Force safety and noise zones are discussed in Part III, Sections 5.3.11, 5.3.1.2 and 5.4.1.3, respectively.

The recommendations represent agreement by members of the AC that they are suitable for implementation; however, success requires ongoing oversight and coordination. Therefore, a recommendation for a JLUS Implementation Committee composed of members of the AC and led by MRCOG is included until a Regional Planning Forum (RPF) can be established to assume implementation responsibilities and long-term regional planning.

2.0 Recommendation-to-Strategy Tool Relationship

There are a total of 33 recommendations. Wherever possible, each recommendation is anchored on one of the strategies validated by OEA and discussed in its *Practical Guide to Compatible Civilian Development Near Military Installations, Part V (Toolkit)*. The OEA Guide organizes land use and regulatory tools into 6 Subject Areas and 12 Strategies as shown below.

Subject Area	Rec. #
<i>Strategy</i>	
Tool	

Table IV lists the OEA Tools and the related JLUS Recommendation Number, where applicable. Those recommendations that do not easily fit within a Toolkit strategy/tool are categorized as “Implementation and Management” (Recommendations 1, 2, and 3) or “Other” (Recommendations 29, 30, 32, and 33).

Section 3 explains how to read the recommendations. Section 4 includes the description of the applicable strategy/tool along with specific recommendations. Section 5 includes summary tables to serve as a cross reference between recommendations, stakeholders and responsibilities.





Table IV: OEA Strategy Tools¹ & JLUS Recommendations

Compatible Land Use Planning	Rec. #
<i>Land Use Planning Construct</i>	
<i>DoD Support to State and Local Government</i>	13
Military Department's AICUZ Programs	5
OEA JLUS Grant Program	
DoD Conservation Partnering Authority	
<i>State Government Programs</i>	
Legislative Initiatives	6
State Planning Authority	
Regions of Military Influence	7
Areas of Critical State/Local Concern and Interest	8
State Capital Expenditures in Local Improvement Programs	
State Mandates and State Funding	
<i>Local Government Programs</i>	10, 11, 12, 24
The Local Comprehensive Plan	9
Military Influence Planning District	4
Military Influence Overlay District	
Military Influence Disclosure District	
Development Moratorium or "Time Out" on Development Application Processing	
Land Use Regulations	26, 28
<i>Local Building Code</i>	
Euclidian Zoning	
Piecemeal or Parcel-Specific Rezoning	
Comprehensive Zoning Map Amendment	
Comprehensive Downzoning	
<i>Flexible Performance-Based Zoning</i>	31
Floating Zone	
Overlay Zone	
Military Influence Zoning District	
Accident Potential Zones	14
Live Ordnance Aircraft Arrival and Departure Corridors	
Noise Protection (Quiet) Zones	
Maximum Mission Contour	
Planned Unit Development	
Mixed-Use or Multi-User Planned Development	
Agricultural Zoning	16
Transfer of Development Rights	17
Land Subdivision Regulations	
<i>Subdivision Regulations</i>	

Conditions of Approval	18
Developer Agreements	18, 26
Capital Improvement Program	19
Cluster Subdivision	
Special Environmental Considerations	28
Building and Structural Codes	
<i>Building Codes</i>	20, 28
<i>Indoor Sound Level Reduction</i>	20
International Building Code under the International Code Council	
Building and Structure Height Limitation	20
The Development Review Process	
<i>Local Government Development Application Review Processes</i>	23
Mandatory Referral of Development Applications	21
Military Participation on Local Planning Boards as Seated Ex Officio Board Member	11, 22, 24
Local Administrative Actions	
<i>Real Property Transaction Strategies</i>	15, 17, 25
<i>Easements</i>	16
Avigation	27
Conservation Easements and Partnering	16
Open Space	16
Less than Fee Simple Acquisition	15
Covenant and Deed Restriction	
Purchase of Development Rights	16
Land Swaps/Transfers	17
Property Tax Incentives	
Fee Simple Acquisitions	15

¹ Practical Guide to Compatible Civilian Development Near Military Installations, <http://www.oea.gov/oeaweb.nsf/PG?readform>



3.0 Reading the Recommendations

Each recommendation is presented as shown in the example below and includes a Title and General Subject Area; Recommendation Number; Description; Area of

Applicability; Lead, Action and/or Supporting Stakeholders, as applicable; Budget Estimate and Possible Funding Sources; Proposed Completion Timeframe and cross reference to the Issues/Factors the recommendation targets.

Table IV – X: Recommendation Title (This is an example.)

General Subject Area

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
						L	A	S	Other
B	Establish a Kirtland AFB Planning Area (KPA). Establish a KPA comprised of four (4) sectors – KPA I, KPA II, KPA III and KPA IV (depicted in Figures IV – 1 and IV – 2). Stakeholders should use the KPA sectors to focus extra planning attention on land uses based on the potential to adversely impact Kirtland AFB missions or Sunport operations. Establishment of the KPA sectors will: <ul style="list-style-type: none"> • Provide a regional context for planning with consideration of the impacts on Kirtland AFB and the Sunport. • More accurately identify areas affected by Kirtland AFB and Sunport operations. • Assist land use authorities to integrate Kirtland AFB and the Sunport into on-going planning considerations for the region's future development. • Protect Kirtland AFB missions and Sunport operations and potential. • Allow jurisdictions to focus on potential health, safety and welfare implications from Kirtland AFB missions and Sunport operations. • Enable more deliberate planning of compatible and complementary land uses. 	X	X	X	X	L	Regional Planning Forum	A	Torrance County
							MRCOG	A	Valencia County
						S	Sunport	A	City of Albuquerque
						S	Kirtland AFB	A	Pueblo of Isleta
						A	Bernalillo County	S	University of New Mexico
						A	Sandoval County		U.S. Forest Service
						A	Socorro County	S	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: Stakeholder budget redistribution, if required. Updates to formal plans would be funded as project costs at time of update.						Timing			
F						0-2 Years	3-5 Years	5-10 Years	On-going
						X		G	

Issues/Issue Factors: X.5.1, 5.2, 5.3 and 5.4.

Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.

- A** – Table number, name and recommendation focus.
- B** – Recommendation number for reference.
- C** – Description of recommendation and actions required.
- D** – Where actions will apply. Application of actions may not be appropriate for all four areas.
- E** – Stakeholders to take actions. “L” – Lead Stakeholder, “A” – Action Required by Stakeholder and “S” – Supporting (Coordinating) Stakeholder. Not all Recommendations require all types of Stakeholders.
- F** – Budget estimate and possible funding source(s). Budget estimate may be expressed as “Staff Time” or in monetary terms.
- G** – Timing for completion. Where actions should be recurring, “On-going” is indicated.
- H** – Addresses Issues/Issue Factors. Some recommendations will focus on Issues; others will be more narrowly written to address an individual factor or group of factors. References are to paragraph numbers
- I** – Legend.



4.0 Recommendations

There are 33 recommendations of which three are categorized as "Implementation and Management;" 26 are associated with a Toolkit strategy/tool; and four are considered "Other."

4.1. Establish a JLUS Implementation Committee (Recommendation 1).

Coordinating JLUS implementation is a local responsibility; however, there is currently no standing, regional organization chartered, empowered or resourced to multi-jurisdictional, regional land use planning. Therefore, as an interim measure to designating a Regional Planning Forum (Recommendation 3), a JLUS Implementation Committee

should be established and led by MRCOG. MRCOG is a proven and successful regional coordinator and can serve as the facilitator of continuing regular meetings of the Advisory Committee (AC) stakeholders to enable the formalized communication process that will be necessary to implement the multi-jurisdictional JLUS recommendations. The JLUS Implementation Committee should have technical support, as needed, and ensure that necessary discipline expertise is available to Committee Members and their decision makers.

Table IV – 1: Establish a JLUS Implementation Committee Implementation and Management

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
1	<p>Establish a JLUS Implementation Committee.</p> <p>Establish a JLUS Implementation Committee to coordinate actions and resolve potential conflicts between Stakeholders, property owners, regional organizations and the public to efficiently implement the JLUS recommendations.</p> <ul style="list-style-type: none"> The JLUS Implementation Committee should be established as soon as practical after acceptance of the JLUS Report, but not later than 6-months. Until a Regional Planning Forum is established, the JLUS Implementation Committee shall be facilitated by MRCOG. The minimum membership should be one representative from the Stakeholders included on the JLUS Advisory Committee (AC). Additional members or organizations may be included if the JLUS Implementation Committee determines it appropriate. The Chairperson shall be selected and serve a term determined by Committee Members. The original members of the AC may be changed at Stakeholder discretion. The JLUS Implementation Committee will meet quarterly, or as agreed to by its members. The JLUS Implementation Committee technical experts will meet as requested by the Committee Ad hoc meetings of the members of the Implementation Committee and technical support function may occur, as needed, to ensure timely action on implementation actions. 	X					Regional Planning Forum	A	Torrance County								
						L	MRCOG	A	Valencia County								
						A	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
						A	Sandoval County	A	U.S. Forest Service								
						A	Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: Stakeholder budget redistribution, if required.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.1.1</p> <p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.2. Develop Memoranda of Understanding (MOU) (Recommendation 2).

A MOU is an agreement between two or more parties that describes a relationship and assigns roles and responsibilities for actions. It can be complicated or simple, formal or informal and binding or advisory as deemed appropriate by the signatories. Such agreements permit parties to focus on specific objectives and clearly articulate their individual and collective responsibilities. MOUs are used to establish an organizational structure that supports the most efficient and effective approach to coordination. MOUs also limit unnecessary involvement of parties in matters of no interest to the constituencies or

interests represented. These agreements are particularly helpful where an organization is composed of a large number of members representing multi-jurisdictional constituencies that may have both shared and disparate interests. When used properly, MOUs enable efficient and effective coordination between parties. The complexity of actions needed and diversity of stakeholders involved in implementing JLUS recommendations suggests there is great value in the use of MOUs.

Table IV – 2: Develop Memoranda of Understanding (MOU)

Implementation and Management

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
2	<p>Develop Memoranda of Understanding (MOU)</p> <p>The JLUS Implementation Committee should develop a series of MOUs to identify objectives, assign responsibilities and codify the necessary processes and relationships to support recommendation implementation. MOU development is a necessary, early step in implementation; therefore, MRCOG should assume the lead role until a Regional Planning Forum (Recommendation 3) or similar entity is created to oversee JLUS implementation.</p> <p>At a minimum, there should be an overarching MOU describing the process to be used by the JLUS Implementation Committee to coordinate actions. Ensuring Kirtland AFB and Sunport representatives are comfortable with how their organizations will be expected to interact with and support the JLUS Implementation Committee is essential to the overarching MOU.</p> <p>Additional MOUs between individual or groups of stakeholders should be developed as action on each JLUS recommendation begins. These MOUs should address coordination amongst the stakeholders and with the JLUS Implementation Committee.</p> <p>Unless clearly inappropriate, all MOUs should include Kirtland AFB and the Sunport as signatories.</p> <p>All MOUs should transfer to whatever organization or organizations are established or chartered to manage long-term, regional planning related to Kirtland AFB and the Sunport.</p>						Regional Planning Forum	A	Torrance County								
		L	MRCOG	A	Valencia County												
		A	Sunport	A	City of Albuquerque												
		A	Kirtland AFB	A	Pueblo of Isleta												
		A	Bernalillo County	A	University of New Mexico												
		A	Sandoval County	A	U.S. Forest Service												
		A	Socorro County	A	Department of Energy												
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: Stakeholder budget redistribution, if required.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
Issues/Issue Factors: 5.1.1																	
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.																	



4.3. Establish a Regional Planning Forum (RPF) (Recommendation 3).

The multi-jurisdictional responsibility for land use that impacts or is impacted by Kirtland AFB and Sunport activities demands a regional approach to sustaining the Base and Sunport existing and potential operations. Establishing a RPF does not assume regional stakeholders would cede existing authority but does require a high level of commitment from all stakeholders to achieve compatible land uses whenever and wherever possible. The purpose of the RPF is to provide a facilitator and forum in which matters associated with JLUS implementation and long-term, coordinated planning of actions that could impact Kirtland AFB and Sunport activities can be pursued in an efficient way in each land use jurisdiction. Currently, there is no RPF-like entity that can facilitate a regional approach to implementing JLUS recommendations and coordinating future land use decisions to ensure the proper balance

between mission sustainment and community development. MRCOG provides an excellent model for such an organization and might – with appropriate changes to its charter and resources – serve the RPF role. Another alternative might involve the City of Albuquerque or Bernalillo County assuming the role as facilitator. Stakeholders should quickly work to identify potential solutions for a RPF. Together, they should assess each alternative's respective pros and cons and select a method to ensure formal, regional planning that will be supported by their constituencies. The RPF should be a partner to the stakeholders, property owners and the public to help effectively implement the JLUS recommendations and assist in the integration of long-term planning to support regional needs.

Table IV – 3: Establish a Regional Planning Forum (RPF) Implementation and Management

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
3	<p>Establish a Regional Planning Forum (RPF)</p> <p>Establish a RPF to provide a forum to coordinate land use actions and communications between the Stakeholders, property owners, agencies and the public. The RPF should serve to ensure potential decisions made by the multiple jurisdictions with land use authority or activities with operations that can impact – or be impacted by – Kirtland AFB and the Sunport are efficiently and effectively integrated to ensure the proper balance between mission sustainment and community development.</p> <p>MRCOG provides an excellent model for such an organization and might – with appropriate changes to its charter and resources – serve the RPF role. Therefore, MRCOG should lead the effort to assess the best alternative for a RPF. Given land use responsibility for property adjacent to the Base and Sunport, the City of Albuquerque or Bernalillo County could be considered for the RPF role. All Stakeholders are significantly vested in the creation of a RPF and should be fully engaged in determining the best organizational structure, responsible parties and processes to ensure long-term planning supports the needs of the Base, Sunport, the region and their constituencies.</p>						Regional Planning Forum	A	Torrance County								
		L					MRCOG	A	Valencia County								
		A					Sunport	A	City of Albuquerque								
		A					Kirtland AFB	A	Pueblo of Isleta								
		A					Bernalillo County	A	University of New Mexico								
		A					Sandoval County	A	U.S. Forest Service								
		A					Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: Stakeholder budget redistribution, if required.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			
0-2 Years	3-5 Years	5-10 Years	On-going														
X																	
<p>Issues/Issue Factors: 5.1, 5.2, 5.3 and 5.4.</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.4. Establish a Kirtland AFB Planning Area (KPA) (Recommendation 4).

The KPA is based on OEA's Military Influence Planning District Tool. It is a geographic planning area identifying where Kirtland AFB or Sunport operations may impact surrounding stakeholders or where action by surrounding stakeholders may impact the ability of the Base and Sunport to accomplish its missions. The goal of the KPA is to help regional stakeholders integrate the Base and Sunport mission activities with a comprehensive picture of the region's vision for its future. The purposes include, but are not limited to:

- Sustainment of Base missions and Sunport operations.
- Promotion of an orderly transition and rational organization of land uses.
- More accurately identifying areas affected by Base and Sunport operations.
- Enabling a compatible mix of land uses.

There is no intent for planning within the KPA to adversely impact existing, approved developments or associated agreements nor result in loss of entitlements or down zoning.

- Protection of the public's health, safety, and welfare.

Table IV – 4: Establish a Kirtland AFB Planning Area (KPA) Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	A	S	A								
4	<p>Establish a Kirtland AFB Planning Area (KPA).</p> <p>Establish a KPA comprised of four (4) sectors – KPA I, KPA II, KPA III and KPA IV (depicted in Figures IV – 1 through IV – 4 below) for Kirtland AFB and the Sunport. Stakeholders should use the KPA sectors to focus extra planning attention on land uses based on the potential to adversely impact Kirtland AFB missions or Sunport operations. Establishment of the KPA sectors will:</p> <ul style="list-style-type: none"> • Provide a regional context for planning with consideration of the impacts on Kirtland AFB and the Sunport. • More accurately identify areas affected by Kirtland AFB and Sunport operations. • Assist land use authorities to integrate the Kirtland AFB and Sunport into on-going planning considerations for the region's future development. • Protect Kirtland AFB missions and Sunport operations and potential. • Allow jurisdictions to focus on potential health, safety and welfare implications from Kirtland AFB missions and Sunport operations. • Enable deliberate planning of compatible and complementary land uses. <p>The KPA Sectors are depicted on Figure IV – 1 and IV – 2 and defined as:</p> <ul style="list-style-type: none"> • KPA I – Includes the MRCOG Region. • KPA II – Includes the Clear Zones (CZ) and Accident Potential Zones I and II (APZ I and APZ II) for Runways 08/26 and approach ends of 03 and 30. • KPA III – Includes areas associated with aircraft noise and impulse noise. It includes land within the 65dB CNEL noise contours provided by the Sunport (Figure III – 12) and the Chestnut Noise Easement (Figure III - 33). • KPA IV – Includes areas associated with land beneath and adjacent to the ground tracks of aircraft conducting low level flights to-and-from the Sunport. KPA-IV is focused on compatible density, limiting object height and protection from light encroachment. 	X	X	X	X		Regional Planning Forum	A	Torrance County								
							MRCOG	A	Valencia County								
						S	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	S	University of New Mexico								
						A	Sandoval County		U.S. Forest Service								
						A	Socorro County	S	Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: Budget reallocation, if required. Updates to formal plans would be funded as project costs at time of update.</p>						<p>Timing</p> <table border="1"> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> <tr> <td>X</td> <td></td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			
0-2 Years	3-5 Years	5-10 Years	On-going														
X																	
<p>Issues/Issue Factors: 5.1.1, 5.1.4, 5.2, 5.3 and 5.4.</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	

Figure IV – 1: Proposed Kirtland Planning Area (KPA) Sector KPA I

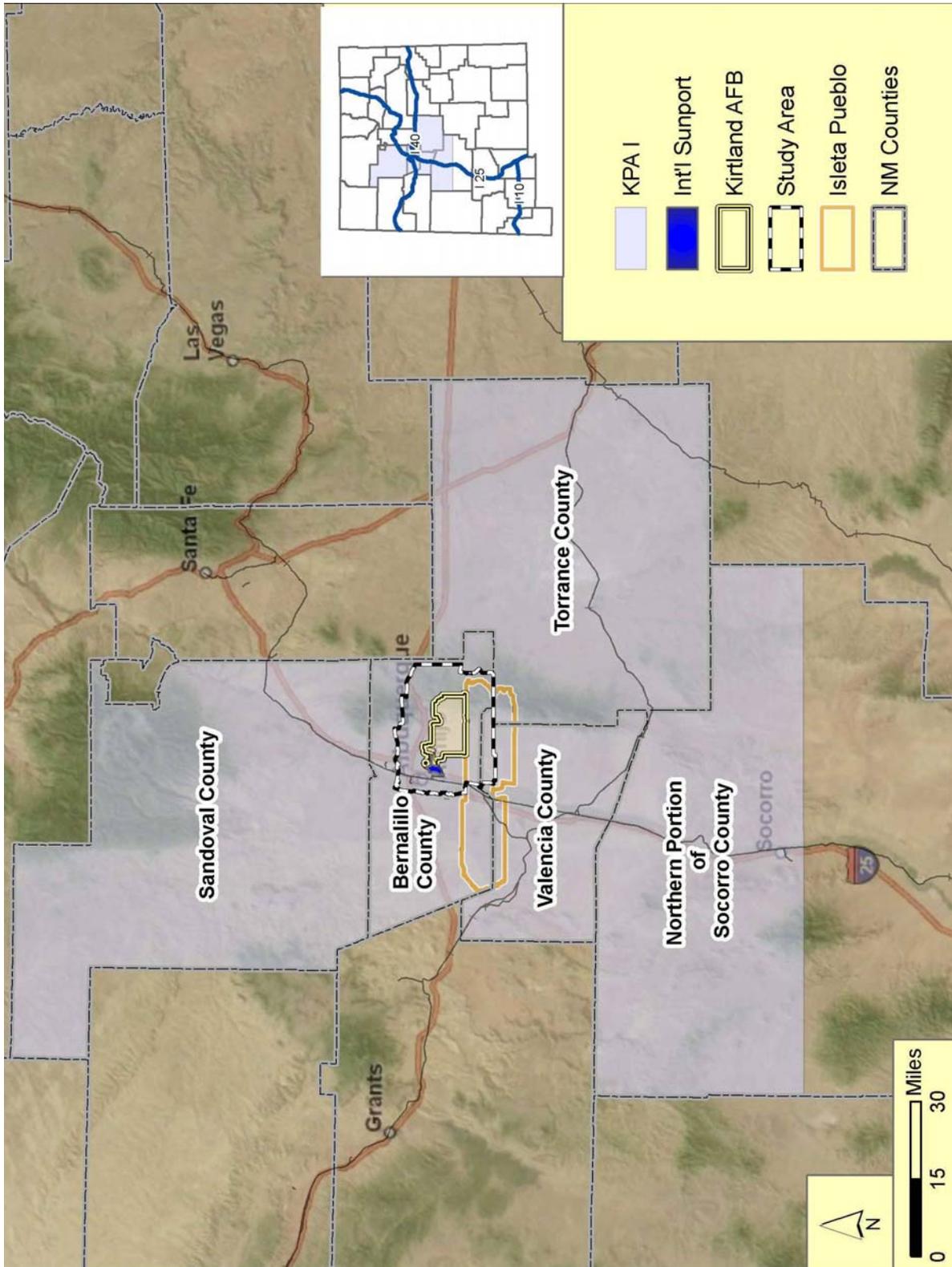




Figure IV – 2: Proposed Kirtland Planning Area (KPA) Sector KPA II

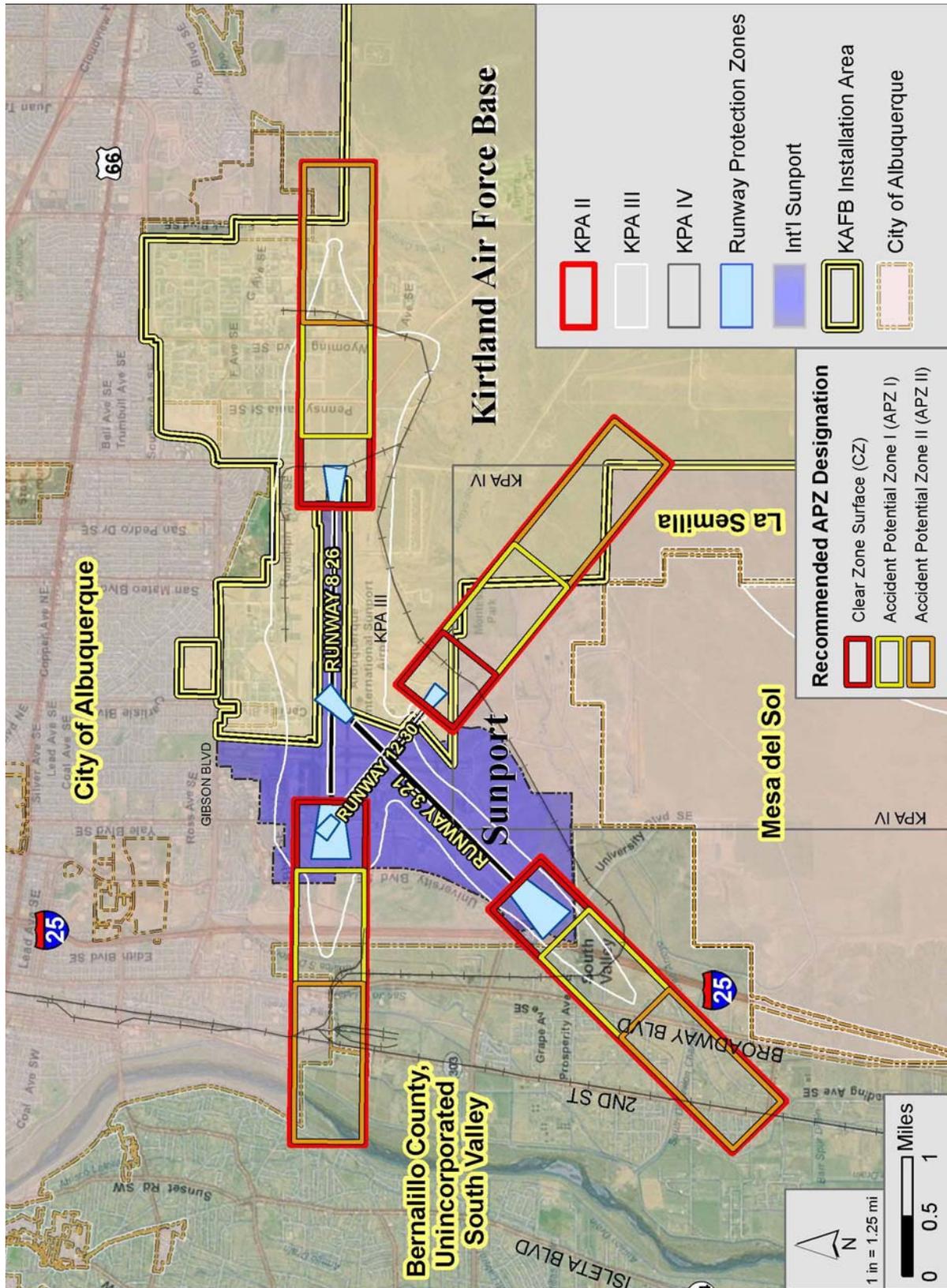




Figure IV – 3: Proposed Kirtland Planning Area (KPA) Sector KPA III

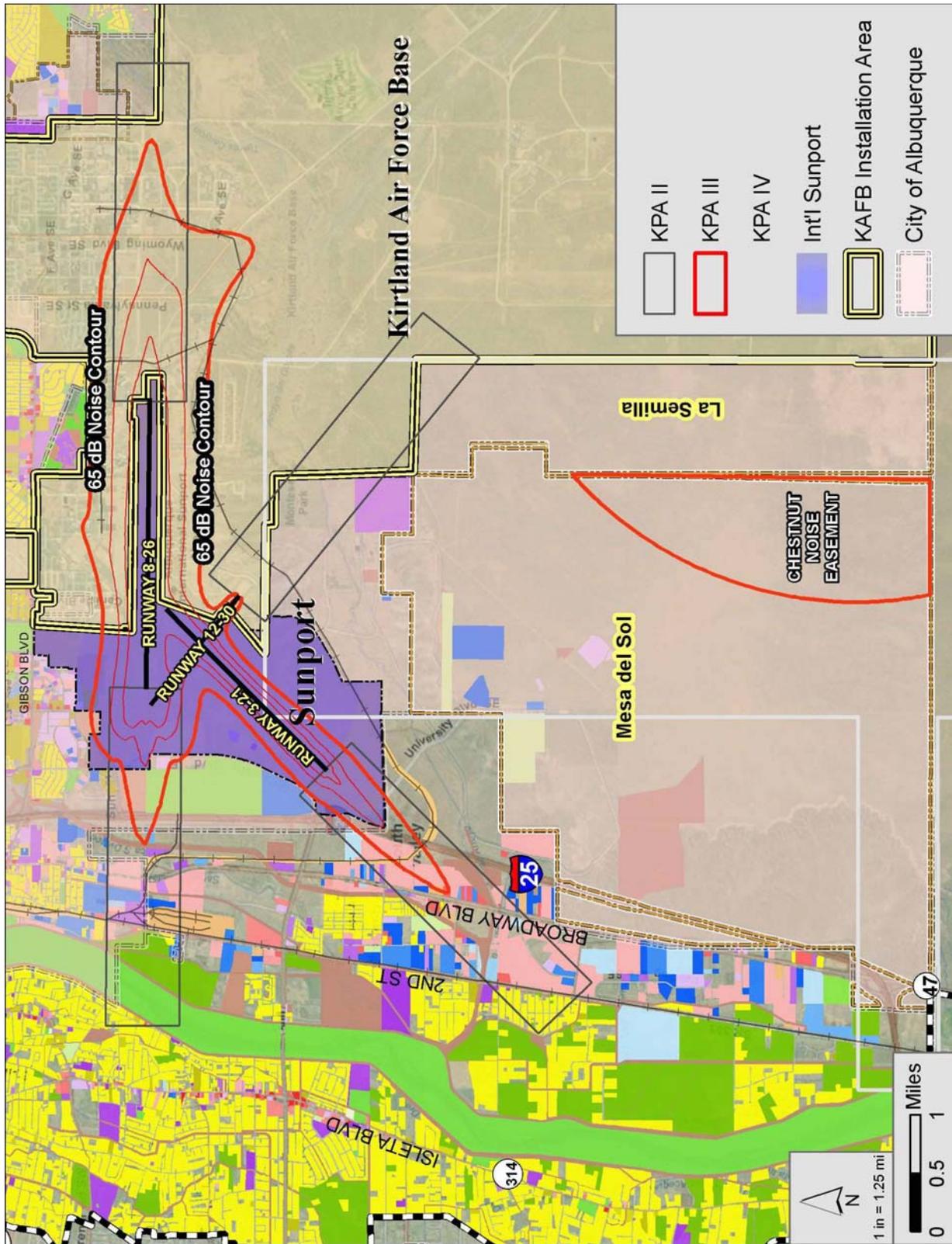
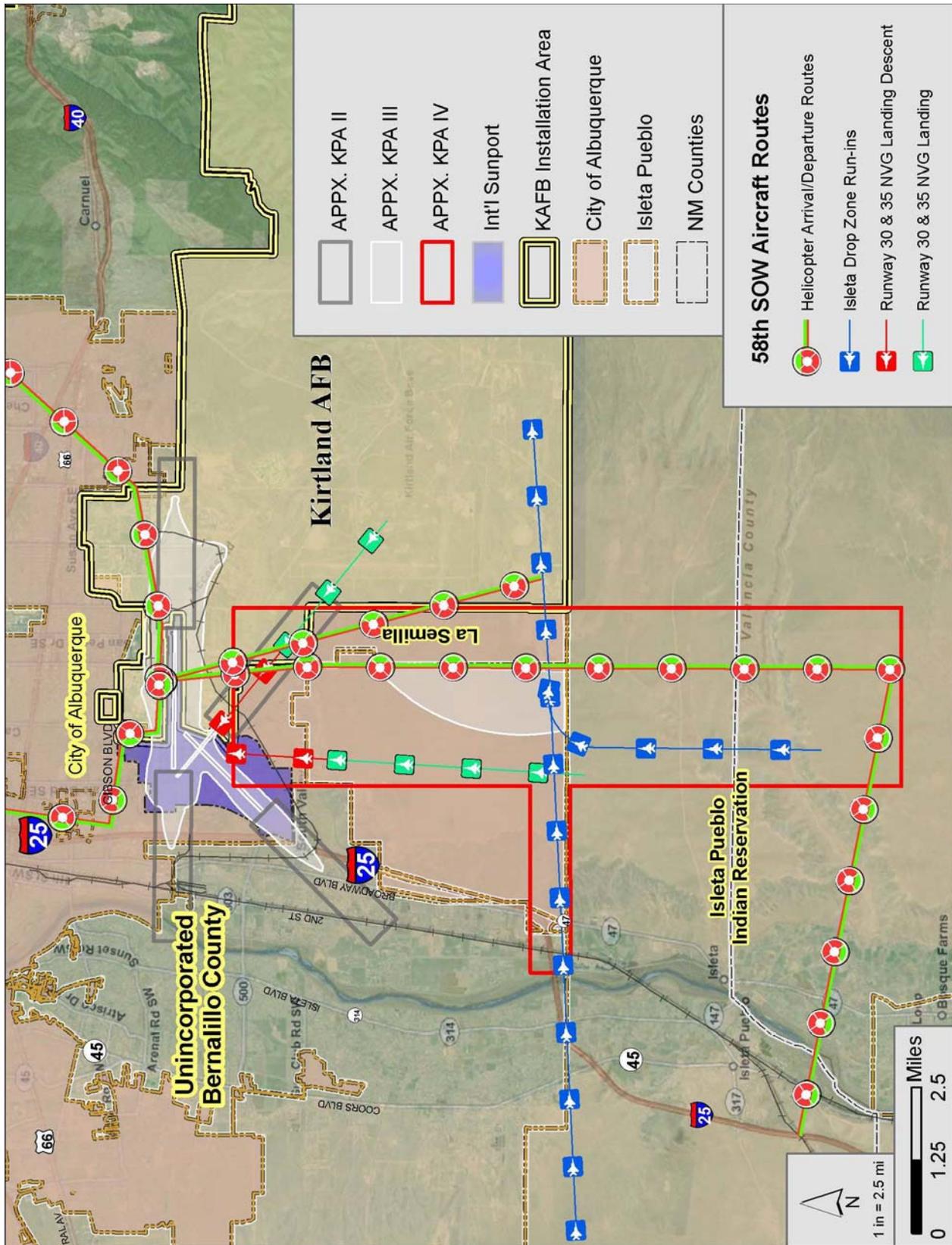




Figure IV – 4: Proposed Kirtland Planning Area (KPA) Sector KPA IV





4.5. Request an Air Installation Compatible Use Zone (AICUZ) Study (Recommendation 5).

The AICUZ program is a DoD program designed to promote compatible land use around military airfields by providing aircraft-related planning information to local officials.

The military services maintain an AICUZ program in an effort to protect the operational integrity of their flying missions. DoD Instruction 4165.57 establishes the AICUZ program which is similar to the Federal Aviation Administration's Federal Aviation Regulation Part 150 program for civil airports. It is important to recognize that the AICUZ program is a land use planning tool, not a land acquisition or land management program. The purpose of the AICUZ program is twofold: (1) to promote the public health and safety through the local adoption of compatible land use controls and (2) to protect the operational capability of the air installation.

Unless required by a mission change, an AICUZ study is requested by an installation, managed by Air Force headquarters and completed by a contractor/team expert in aviation planning, military aircraft operations and noise modeling. Funding is generally provided by Air Force headquarters. Each AICUZ requires a large volume of detailed, current data on a wide range of factors and is specifically tailored to the installation location; current, planned and potential future missions and existing and possible future aircraft operations.

The program is required for all Air Force bases operating airdromes and specifically authorizes completion of AICUZ studies for Air Force activities, such as Kirtland AFB – one of three Air Force bases with an active duty flying unit, as opposed to Air Force Reserve or Air National Guard unit using a community airdrome.² When an AICUZ Study is prepared for an airdrome operated by a municipality, funding is normally split between the Air Force and airdrome owner.

The basic AICUZ report provides background information on the program including the purpose, need, process and procedures involved. It also explains the installation's

mission, flying activities and the economic impact that the installation has on the community. The core of the report describes actions the installation has taken to minimize the noise effects of their aircraft operations. It also provides recommendations for achieving land use compatibility with respect to aircraft accident potential, noise, height restrictions and additional local considerations. It includes graphics showing noise contours and APZs overlaid on a vicinity map. It addresses the relationship between noise exposure and accident potential to existing land use, zoning, and projected future land use, and analyzes potential incompatibilities. The report includes appendices providing more detailed discussions about the AICUZ concept, program, methodology and policies plus technical explanations of the APZs, the noise environment, and height and obstruction criteria. It also contains references to guidelines for reducing noise levels in buildings. In addition to the AICUZ report, a Citizen's Brochure summarizing key points of the study and showing the noise contours and APZs along with generalized land use recommendations is prepared.

An AICUZ is always *advisory*, not *directive*, in nature. It is intended to provide information to regional stakeholders that will allow better-informed decisions about how future land use decisions may support or adversely impact the ability to sustain Kirtland AFB and Sunport as suitable for current and future "military aviation uses." In order to obtain the most value from an AICUZ, local authorities must incorporate planning factors for identified CZs, APZs and noise zones into their local plans. The requirement to identify and model a potential, future mission could be important to the region. In effect, selection of the future mission for evaluation establishes an "outer limit" to what the region considers an acceptable basis for land use planning. It would allow analysis of actual, as well as opportunity costs and benefits, of different scenarios and support rational, focused assessment of decisions related to land uses in proximity to Kirtland AFB and the Sunport.

Because the Sunport airdrome is owned and operated by the City of Albuquerque, Kirtland AFB has followed FAA and Sunport master planning guidance and policies in regard to compatible land use planning. The Base uses the noise contours that are developed by the Sunport and the City, but an AICUZ has not been prepared. The development of a Kirtland AFB AICUZ would provide a key ingredient to ensuring long range compatible land use for

² AFI 32-7063, *Air Installation Compatible Use Zone Program*, Sec. 3.3.3 and AFH 32-7084, *AICUZ Program Manager's Guide*, Sec. 2.4.4.



military aviation and missions in the Greater Albuquerque Region.

Table IV – 5: Request an Air Installation Compatible Use Zone (AICUZ) Study Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
5	<p>Request an Air Installation Compatible Use Zone (AICUZ) Study.</p> <p>Request an AICUZ Study to identify the relationship between noise exposure and accident potential to existing land use, zoning, projected future land use and potential incompatibilities with Kirtland AFB aviation activities. Once completed, regional stakeholders should use the results in conjunction with FAA standards to make better-informed decisions about land uses to ensure they support, not adversely impact, the ability to sustain Kirtland AFB and the Sunport as suitable for "military aviation uses" in the future.</p> <p>In coordination with regional stakeholders, Base leaders should identify an acceptable potential, future mission scenario for analysis by the AICUZ contractor. The selected scenario should represent what region leaders consider an acceptable basis for land use planning in proximity to Kirtland AFB and the Sunport:</p> <p>An AICUZ is recommended, with the municipality as the lead and supported by Air Force participation where an airdrome is used by Air Force activities, but owned and/or operated by a non-DoD entity.</p> <p>If no action is taken on this recommendation, see Recommendation 14, <i>Consider Designations of Clear Zones (CZ) and Accident Potential Zones (APZ) for Selected Sunport Runways.</i></p>	X	X	X	X		Regional Planning Forum		Torrance County
						S	MRCOG	S	Valencia County
						L	Sunport	A	City of Albuquerque
						A	Kirtland AFB	S	Pueblo of Isleta
						S	Bernalillo County		University of New Mexico
						S	Sandoval County		U.S. Forest Service
							Socorro County		Department of Energy
						<p>Budget Estimate: \$100,000.</p> <p>Possible Funding Sources: Headquarters U.S. Air Force New Mexico Department of Transportation Stakeholders</p>			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			
<p>Issues/Issue Factors: 5.2.3.2, 5.3.1, 5.3.1.2, 5.3.6, 5.4.4, 5.4.5, 5.4.9 and 5.4.10</p>									
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>									



4.6. Support Codifying New Mexico Executive Order No. 2004-046 into State Law (Recommendation 6).

In the absence of formal land use planning authority for areas around military installations in New Mexico, Governor Bill Richardson issued Executive Order Number 2004-046 (Appendix J) in August 2004. The Order's purpose was to ensure compatible land use development near New Mexico's military installations, and the language addresses the need to ensure military missions remain unencroached.

The Order *directs* State agencies "involved with land-use planning to ensure compatible development with New Mexico's military installations." It *recommends* all "political subdivisions and municipalities ... adopt land-use plans and enforce zoning regulations [so] that planned development is compatible with military installations..." The intent of the Governor was to ensure proper consideration of the effects of development on "Military Value"³ was properly considered when making land use decisions near military installations or their training areas.

Several states have enacted various statutes and Executive Orders to allow installation leaders to participate in land use planning near military bases and training areas. Those examples could provide useful insight and help New Mexico tailor a similar act to its unique circumstances. Most of these states selected statutes to ensure the requirements endured longer than the administration enacting an Executive Order. These statutes recognized the long-term nature of planning and zoning decisions and their impacts on military mission performance. While it is not clear if the August 2004 New Mexico Executive Order will have a long-term impact, the purpose and language are clear that military installation mission needs should be considered in land use planning and zoning decisions in New Mexico. The Order's intent and purpose should be continued to preserve the viability of the long-term military mission needs for Kirtland AFB organizations. Such a law would be directive to State, county, municipal and local agencies and organizations and also apply to all military installations in the State.

Table IV – 6: Support Codifying New Mexico Executive Order No. 2004-046 into State Law Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						S	A	S	S								
6	<p>Support Codifying New Mexico Executive Order No. 2004-046 into State Law.</p> <p>Support efforts to codify New Mexico Executive Order No. 2004-046 into State law to ensure State, county and local agencies and governments formally consider the impact of local decisions on the viability of New Mexico's military installations and missions.</p> <p>Initial support for this action should be sought from the New Mexico Office of Military Base Planning & Support. Stakeholders should also express their support for this initiative to their State Legislators and seek assistance from other elected officials, their constituencies and the regional business community.</p>					S	Regional Planning Forum	S	Torrance County								
						A	MRCOG	S	Valencia County								
						S	Sunport	S	City of Albuquerque								
						S	Kirtland AFB	S	Pueblo of Isleta								
						S	Bernalillo County	S	University of New Mexico								
						S	Sandoval County		U.S. Forest Service								
						S	Socorro County		Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			
0-2 Years	3-5 Years	5-10 Years	On-going														
X																	
<p>Issues/Issue Factors: 5.1, 5.2, 5.3 and 5.4.</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	

³ Military Value is a metric used by DoD to assess the relative merit of installations. It is comprised of several factors related to installation capability and capacity, mission effectiveness, cost of operations, growth potential, etc.





4.7. Support State Designations of Regions of Military Influence (Recommendation 7).

A Region of Military Influence (RMI) designates a geographic area to recognize the interdependence of military installations, missions, operating areas and training venues. An RMI can extend across state boundaries when state governments collaborate to sustain the viability of defense missions and effectiveness of training areas they share. A RMI can be “anchored” on an installation or describe areas contiguous to, near, or needed for mission accomplishment by one or more military installations. The intent of RMI designation is to highlight the collective importance of New Mexico’s defense activities to National Security; their importance to the State’s economy; and their activities do not exist independently, but are linked to each other and to training areas around the State. It is a way to add additional emphasis to the need for careful planning to guard against unintended, adverse impacts on defense activities’ capabilities. The ability to designate areas where impacts can be made, but that are not necessarily contiguous to a military installation, a RMI extends across the obvious relationships between military installations and

their immediate neighbors and directs additional attention to other authorities whose actions could affect needed training areas for one or more installations. Use of RMIs complements Recommendation 6 as such designations help identify areas where impacts on defense-related missions are important and should be considered, but in locations where implications of local actions on military activities may not be clear.

There could be several numbers and configurations of RMIs in New Mexico. For example, one alternative could be to anchor a RMI on Kirtland AFB, encompass training areas in-and-near the MRCOG region and include White Sands Missile Range, or a portion of it, based on the criticality of those venues to Base missions. Another alternative could be to anchor a RMI on White Sands Missile Range and include Kirtland AFB, Holloman AFB and training areas in New Mexico used by forces at Fort Bliss, TX.

If the decision is made to not pursue this recommendation, see Section 4.8, Recommendation 8.

Table IV – 7: Support State Designations of Regions of Military Influence (RMI) Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
						L	A	S	Other
7	<p>Support State Designations of Regions of Military Influence (RMI) Support State efforts to designate RMIs and include Kirtland AFB and training venues essential for the efficient and effective accomplishment of missions. Engage the New Mexico Office of Military Base Planning & Support in discussions of the possibility of designating RMIs; their configurations; timing to pursue the initiative with the State legislature; and the most effective way to obtain support from other State agencies. Stakeholders should build support for designations with their State Legislators, elected officials that would be impacted by a Kirtland AFB-related RMI, their constituencies and the regional business community. If determination is made to not pursue RMI designations, see Section 4.8, Recommendation 8.</p>					L	Regional Planning Forum	A	Torrance County
						A	MRCOG	A	Valencia County
						S	Sunport	A	City of Albuquerque
						S	Kirtland AFB	A	Pueblo of Isleta
						A	Bernalillo County	S	University of New Mexico
						A	Sandoval County	S	U.S. Forest Service
						A	Socorro County	S	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: N/A						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			X
Issues/Issue Factors: 5.3.2, 5.3.3, 5.3.4, 5.3.5 and 5.3.9									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									



4.8. Pursue Designation as Area of Critical State/Local Concern and Interest (“Critical Areas”) (Recommendation 8).

An Area of Critical State Concern is similar, but more limited than the RMI discussed in Section 4.7. It can be designated by either state or local government. When designated by a state, the geographic boundaries can be far ranging, but are restricted to state boundaries. When designated by a local government or regional consortium of governments, the boundaries would be restricted to areas over which they have land use authority.

Critical Areas designations have historically been used to protect environmentally sensitive areas of importance to a state – Massachusetts’ Cape Cod, North Carolina’s Outer Banks, Florida’s Keys, etc. The goal of designating Critical

Areas is to provide an additional control on land development to ensure compatibility with the characteristics of the Critical Areas. As such, states have determined the concept of protecting critical interests can be applied to economic, as well as physical, interests and used to protect defense activities from adverse impacts. The National Governors Association considers applying a Critical Areas strategy to help protect against military mission encroachment a best practice.

The designation of Critical Areas would complement Recommendation 6. No action should be taken on this recommendation, if the State pursues Recommendation 7.

Table IV – 8: Pursue Designation as Area of Critical State/Local Concern and Interest (“Critical Areas”) Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	A	S	On-going								
8	<p>Pursue Designation as Area of Critical State/Local Concern and Interest (“Critical Areas”)</p> <p>If the State does not pursue RMI designations, pursue designation of the MRCOG region as a Critical Area based on the significant economic impact of Kirtland AFB and its associated units.</p> <p>Engage the New Mexico Office of Military Base Planning & Support in discussions of the possibility of obtaining State designation as a Critical Area. If the Office is receptive, assist in developing the necessary background information and advocacy materials to pursue the designation and decide on the best timing and how to obtain State Legislative and other agency support.</p> <p>If the State does not pursue a State designation as a Critical Area, regional stakeholders should work to use local government to designate a Local Critical Area.</p> <p>In either case, stakeholders should build support for designation with the appropriate State and local officials, their constituencies, the regional business community and the public.</p> <p>If the State pursues a RMI designation (Recommendation 7), no action should be taken on this recommendation.</p>					Regional Planning Forum	A	Torrance County									
						MRCOG	A	Valencia County									
						Sunport	A	City of Albuquerque									
						Kirtland AFB	A	Pueblo of Isleta									
						Bernalillo County	S	University of New Mexico									
						Sandoval County	S	U.S. Forest Service									
						Socorro County	S	Department of Energy									
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.3.2, 5.3.3, 5.3.4, 5.3.5 and 5.3.9</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.9. Evaluate Formal Coordination of Local Comprehensive Planning (Recommendation 9).

A local Comprehensive Plan (“Plan”) is the tool used by counties and municipalities to summarize their long-term vision for growth, outline policies to guide land use decisions, identify development goals and objectives and document priorities. The Plan addresses the myriad topics and considerations needed by community leaders and officials, planning staff, residents, government agencies and developers to provide a useable framework for considering or pursuing future land uses, public services, transportation, infrastructure or other community-related decision making. The Plan also addresses issues of special interest to the community – either highly valued or needing mitigation to support the desired quality of community life – such as noise, safety, and environmental concerns. Each Plan is, in effect, a roadmap to that community’s future. In the Kirtland AFB region, there are multiple Plans belonging to multiple Stakeholders adding difficulty to the goal of increasing the effectiveness of other regional planning efforts. Therefore, the intent of this

recommendation is to evaluate if formal coordination of the comprehensive planning process is possible and valuable. The recommendation includes an assumption that Kirtland AFB and the Sunport would provide the latest, relevant information about their activities and operations as each Plan is updated. There is no intent for Stakeholders to surrender existing land use or decision making authority. The recommendation suggests a formal coordination between Stakeholders during each Plan’s update. It is possible other recommendations, if successfully pursued, could render this effort less valuable. However, the more Stakeholders integrate their individual planning efforts, the more smoothly they should be able to achieve their collective goal of making the most fully informed decisions on issues that could impact, or cause their constituents to be impacted by, Kirtland AFB missions and Sunport operations.

Table IV – 9: Evaluate Formal Coordination of Local Comprehensive Planning Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
9	<p>Evaluate Formal Coordination of Local Comprehensive Planning</p> <p>Multiple Stakeholders have Comprehensive Plans (Plan), each of which includes a vision, policies, goals, objectives and priorities that guide land use decisions that can impact, or be impacted by, Kirtland AFB missions and Sunport operations. Coordinating these Plans should help minimize the potential for individual actions to collectively create undesirable outcomes.</p> <p>Each Stakeholder should formally coordinate the update of their individual Plan with other regional Stakeholders. This should include Kirtland AFB and the Sunport to ensure the latest, relevant information about their activities and operations is used for updating Plans.</p> <p>There are two timing windows for completion.</p> <p>0-2 Years targets completion of initial coordination during incorporation of changes necessary to implement JLUS recommendations.</p> <p>3-5 Years recognizes that Plans are updated on individual schedules specific to their jurisdiction. There is no intent to recommend out-of-cycle review and Plan updates.</p>					L	Regional Planning Forum	A	Torrance County								
						S	MRCOG	A	Valencia County								
						S	Sunport	A	City of Albuquerque								
						S	Kirtland AFB		Pueblo of Isleta								
						A	Bernalillo County	S	University of New Mexico								
						A	Sandoval County		U.S. Forest Service								
						A	Socorro County	S	Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A for initial coordination. Coordination during formal Plan updates would be funded as project costs at time of update.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td>X</td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X	X		
0-2 Years	3-5 Years	5-10 Years	On-going														
X	X																
<p>Issues/Issue Factors: 5.1.1, 5.1.4, 5.2.1, 5.2.3.1, 5.2.3.2, 5.3.6, 5.3.8.3 and 5.3.9</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.10. Formalize Relationship Between the Pueblo of Isleta and Kirtland AFB (Recommendation 10).

The Pueblo of Isleta and Kirtland AFB share a common boundary. Development or significant change in proximity to this boundary by either party can impact activities of the other, possibly in unintended ways. In support of regional planning and recognition of the Pueblo of Isleta as a Sovereign Nation deserving special consideration, it is only natural that a special relationship exists. A special, formalized relationship is further supported by the way

leadership of the Pueblo of Isleta and management of its operations because they are different from other regional jurisdictions.

Historically, there has been good communication between the Pueblo of Isleta and Kirtland AFB leadership. Institutionalizing regular communication between the Pueblo and the Base will further enhance the existing relationship.

Table IV – 10: Formalize Relationship Between the Pueblo of Isleta and Kirtland AFB Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
10	<p>Formalize Relationship Between the Pueblo of Isleta and Kirtland AFB</p> <p>The Pueblo of Isleta and Kirtland AFB share a common boundary where activities or development can impact the other, possibly in unintended ways. In support of regional planning and recognition of the Pueblo of Isleta as a Sovereign Nation deserving special consideration, recommend:</p> <ul style="list-style-type: none"> The Pueblo of Isleta Governor and the 377th Air Base Wing Commander designate staff members as the primary contacts for coordinating activities and protecting against inadvertent conflicts on shared interests. Staff designees establish a protocol of periodic, routine communications not limited to conflict events. The Pueblo of Isleta Governor direct staff to contact Kirtland AFB associated organizations – including Department of Energy (DOE) and Sandia National Laboratories (SNL), and others with current or potential land use issues of interest – to evaluate, and enhance if needed, the quality of relationships considering (a) effectiveness of current communication procedures, (b) knowledge of the Pueblo of Isleta leadership structure and supporting agencies, and (c) familiarity with decision makers and staff. 	X		X	X	S	Regional Planning Forum		Torrance County								
						S	MRCOG	S	Valencia County								
						S	Sunport		City of Albuquerque								
						L	Kirtland AFB	A	Pueblo of Isleta								
						S	Bernalillo County		University of New Mexico								
							Sandoval County		U.S. Forest Service								
							Socorro County	S	Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
Issues/Issue Factors: 5.2, 5.3.2, 5.3.6, 5.4.2, 5.4.3.2 and 5.4.3.3																	
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.																	



4.11. Ensure an Aviator Advisor is Included in Development of Alternative Energy Projects and Leases (Recommendation 11).

The national impetus on alternative energy development is creating significant activity to take advantage of technologies and geographic areas that can efficiently support them. New Mexico has great potential for exploiting wind and solar energy and there is an increasing interest in wind farms, solar arrays and their associated transmission lines. As these efforts continue, it is essential the dangers to flight safety – life and aircraft – presented by these projects are carefully considered. Given the nature of flying training completed by the 58th SOW, the heights of transmission lines tying new power sources to the electrical grid, supporting towers and wind turbines present obstacles at the altitudes flown on many missions. Moreover, these obstacles, particularly the transmission lines, are difficult to see at night or in marginal weather, conditions for many military training flights. Even during seemingly innocuous flight on cloudless days, the sun’s

reflection from untreated solar panels may cause a significant, momentary drop in a pilot’s visual acuity during a critical flight phase.

Including an aviator advisor in development of alternative energy projects and leases will provide the technical expertise needed to ensure projects support a safe flying environment and do not encroach on mission accomplishment. Involvement of an aviator advisor will also assist in developing materials to inform pilots, aircrews and other aviation users of these projects, their characteristics and locations. The goal of this recommendation is to ensure aviators operating in regional airspace can operate as safely as possible. The advisor could be from either Kirtland AFB or the Sunport, but should be an experienced, current in low-level flight operations and a frequent aviator operating in regional airspace.

Table IV – 11: Ensure an Aviator Advisor is Included in Development of Alternative Energy Projects and Leases Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
11	<p>Ensure an Aviator Advisor is Included in Development of Alternative Energy Projects and Leases</p> <p>Efforts to exploit alternative energies, present dangers to flight safety – life and aircraft – that must carefully considered. The heights of transmission lines, supporting towers and wind turbines present obstacles at the altitudes routinely flown on 58th SOW training missions and are particularly difficult to see at night or in marginal weather, conditions for many military training flights. Even during flight on cloudless days, the sun’s reflection from untreated solar panels can present threats to safety of flight as a drop in a pilot’s visual acuity occurs during a critical flight phase.</p> <p>Including an aviator advisor in development of alternative energy projects and leases will provide the technical expertise needed to ensure projects support a safe flying environment and do not encroach on Base missions.</p> <p>The advisor could be from either Kirtland AFB or the Sunport, but should be an experienced, current in low-level flight operations and a frequent aviator operating in regional airspace.</p>	X	X	X	X	S	Regional Planning Forum	A	Torrance County								
						S	MRCOG	A	Valencia County								
						S	Sunport	A	City of Albuquerque								
						S	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
						A	Sandoval County	A	U.S. Forest Service								
						A	Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
Issues/Issue Factors: 5.3.8.3																	
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.																	



4.12. Consider Small Area Feasibility Study of a Southern Entrance to Kirtland AFB if Base Missions Change (Recommendation 12).

The JLUS Survey, stakeholder interviews and JLUS Committee meetings document considerable interest for enhanced access to the Base. Access on the south side of the Base is limited, and there really is no access from the east or west perimeters, although the Eubank Gate provides an eastern access to main base complex. Interest focused on increasing access via the existing southern entrance to Kirtland AFB for existing and future residents of Mesa del Sol and other developments to the south. Kirtland AFB, County Commissioners, Pueblo of Isleta officials and transportation planners agree significant and costly road improvements would be required, both on- and off-Base, to allow regular use of a southern entrance. More importantly, Base officials consider threats to operations, safety, and security issues associated with improving southern access would create significant encroachment on existing missions.

There could be an opportunity for enhanced southern access in the long-term, but it is dependent upon mission changes for the Base that would eliminate adverse impacts on its missions and allow mitigation of the existing safety and security issues. Currently, there are no existing, planned or anticipated changes. Were Base mission changes made that would make enhanced southern access viable, Base leaders believe an analysis of alternatives would be appropriate.

Over the longer term, however, regional officials should not allow unrealistic expectations of a southern entrance to the Base to grow that might ultimately create political pressure and actions that will encroach on existing activities and potentially threaten the Base's capability to sustain current and attract new missions.

Table IV – 12: Consider Small Area Feasibility Study of a Southern Entrance to Kirtland AFB if Base Missions Change Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
12	<p>Consider Small Area Feasibility Study of a Southern Entrance to Kirtland AFB if Base Missions Change</p> <p>There is considerable interest in enhanced access to the Base from the south. Currently this is not possible based on the threats increased use would present to operations, safety, and security issues. However, Base officials believe an opportunity for enhanced southern access in the long-term could be possible, but would be dependent upon mission changes that would eliminate adverse impacts on its missions and allow mitigation of the existing safety and security issues.</p> <p>Recommend a small area study on the feasibility of enhancing southern access to Kirtland Base be considered if future mission changes occur that would make enhanced southern access viable. Such analysis would probably be led by MRCOG as the Metropolitan Planning Organization.</p> <p>There is no estimate for a study budget since the effort's scope and price would be based on an unknown time frame and uncertain conditions.</p>	X	X			S	Regional Planning Forum		Torrance County								
						L	MRCOG	S	Valencia County								
						S	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	S	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
							Sandoval County		U.S. Forest Service								
						S	Socorro County	S	Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going				
0-2 Years	3-5 Years	5-10 Years	On-going														
<p>Issues/Issue Factors: 5.2.2, 5.2.4.1 and 5.4.4</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.13. Support Remediation of UXO on Kirtland AFB. (Recommendation 13).

The existence of Unexploded Ordnance (UXO) has been found on and near the perimeter of Kirtland AFB in areas that provide a security buffer to Base operations, but also in areas that are attractive to citizens for recreational use. Much of the land affected by UXO is on U.S. Forest Service land withdrawn from public use to support the DoD and DOE. Environmental remediation of this area is being addressed by the Base, but the magnitude of the challenge makes full remediation years away.

The Military Munitions Response Program (MMRP) addresses the remediation of UXO at locations, such as this, that are not associated with operational ranges. MMRP is a type of Hazardous Mitigation Plan, but specifically focused on one type of hazard – UXO in specific locations. The purpose of the program is to “make munitions response sites safe and clean for reasonably anticipated future use.”⁴ Note the program’s intent is to make sites safe and not fully remediate them for public use. Kirtland AFB has an aggressive MMRP program

combining strategies to keep people away from the UXO in the near term and to remove the UXO hazard as a danger in the long term. The Base’s effort has been recognized for its thoroughness by the Air Force program manager, the Air Force Center for Engineering and Environmental Excellence (AFCEE). Since FY 2005, over \$17 million has been invested through the MMRP at Kirtland AFB, but the estimated cost for full remediation of UXO is in the hundreds of millions of dollars. While funds from other Federal, State, regional government, conservation agencies or other public/private organizations could supplement Air Force resources, identifying and securing them could be difficult. Additionally, participation by some organizations could make increased or guaranteed public access a condition of funding; an outcome potentially unacceptable to the Base because of security or other safety considerations. Therefore, it appears the successful remediation of UXO around the Base depends upon continued Air Force funding of the Kirtland AFB MMRP.

Table IV – 13: Support Remediation of UXO on Kirtland AFB Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
13	<p>Support Remediation of UXO on Kirtland AFB</p> <p>The Military Munitions Response Program (MMRP) is used to address remediation of UXO at locations not associated with operational ranges. It is funded annually by the Congress and allocated to each Military Department based on program needs. Since FY 2006, Kirtland AFB has invested more than \$17 million to remediate UXO, but the costs to fully remediate identified sites is estimated in the hundreds of millions of dollars. Other organizations could supplement MMRP funding. Absent such support, the continued funding of this program is essential to successfully remediating UXO associated with the Base.</p> <p>Stakeholders should work with interested agencies and organizations to encourage funding support for Base efforts to remediate perimeter areas and reduce the danger of UXO exposure.</p> <p>Kirtland AFB should continue to seek robust funding of its MMRP for remediation of all UXO sites.</p> <p>Stakeholders should work with State and Federal legislators to advocate for robust funding of UXO remediation programs to reduce potential adverse human and ecological impacts.</p> <p>Timing estimates are based on annual funding history and likelihood that full remediation will require 10+ years.</p>	X				S	Regional Planning Forum		Torrance County								
							MRCOG		Valencia County								
							Sunport	A	City of Albuquerque								
						A	Kirtland AFB		Pueblo of Isleta								
						A	Bernalillo County		University of New Mexico								
							Sandoval County	S	U.S. Forest Service								
							Socorro County	A	Department of Energy								
<p>Budget Estimate: \$200 million.</p> <p>Possible Funding Sources: DoD, State, Public/Private Philanthropic Organizations or Conservation Agencies</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td></td> <td></td> <td>X</td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going			X	X
0-2 Years	3-5 Years	5-10 Years	On-going														
		X	X														
<p>Issues/Issue Factors: 5.2.7</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	

⁴ Air Force Center for Engineering and Environmental Excellence (AFCEE), <http://www.afcee.af.mil/resources/ranges/munitions/index.asp>



4.14. Consider Designations of Clear Zones (CZ) and Accident Potential Zones (APZ) for Selected Sunport Runways (Recommendation 14).

Recommendation 5 addresses the completion of an AICUZ to supplement the Airport Land Use Compatibility Plan (ALUCP) for the Albuquerque Sunport. If recommendation 5 is not adopted, there is an alternative that can be used to ensure compatible land use in areas important to the viability of military aviation activities. The alternative is based on regional land use authorities' ability to designate acceptable uses for property within their jurisdictions. Using this authority, the City of Albuquerque and Bernalillo County can designate areas adjacent to the ends of Runways 08, 26 and 03 using the geometric descriptions of CZ and APZs discussed in Part III, Section 5.3.1. Further, development can be limited by the compatible guidance recommended by Air Force planning guidance shown in Appendix G.

Protecting land use in these zones – a total of 1,500 feet either side of runway centerline and extending 15,000 feet from the end of each runway – will significantly add to sustaining the long term viability of the Sunport for use by

military aviation. Ensuring compatible land uses in areas off the ends of the runways used by military aircraft and within the 65 dB noise contour created by aircraft operations are two of the most important elements of ensuring the Sunport will be viable for military aviation activities. Such action will also help sustain/enhance the military value of Kirtland AFB. Committing to compatible land uses in these critical areas will provide valuable input for planners and result in better-informed development decisions based on how they may support or adversely impact the Sunport's suitability for military aviation users in the future. Military aviation sustainability is extremely important to enabling the 58th SOW to satisfactorily executing its training mission and enhancing Kirtland AFB's suitability for potential additional flying missions.

This recommendation should be pursued whether or not an AICUZ is completed as part of JLUS implementation. If an AICUZ is completed, local authorities must incorporate CZ, APZ and noise zone planning considerations into their local plans to sustain aviation capabilities. If an AICUZ is not pursued, the designations of CZs and APZs should be considered in order to protect the long-term viability of the Sunport to support DoD aviation activities.

Table IV – 14: Consider Designations of Clear Zones and Accident Potential Zones for Selected Sunport Runways Compatible Land Use Planning

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
14	<p>Consider Designations of Clear Zones (CZ) and Accident Potential Zones (APZ) for Selected Sunport Runways</p> <p>Recommend the City of Albuquerque and Bernalillo County consider designation of the areas adjacent to the ends of Runways 08, 26 and 03 as the equivalent of Air Force CZ and APZs. Development within these areas should be limited to uses compatible with Air Force planning guidance.</p> <p>Protecting land use in these zones will add significantly to the long term viability of the Sunport for use by military aviation and help sustain/enhance the military value of Kirtland AFB. This action will also support analysis of land use actions as to how they may support or adversely impact the ability to sustain the Base and Sunport for suitability of military aviation. Military aviation sustainability is extremely important to enabling the 58th SOW to satisfactorily executing its training mission and enhancing Kirtland AFB's suitability for potential additional flying missions.</p> <p>This recommendation should be pursued whether or not an AICUZ is completed. If an AICUZ is completed, local authorities must incorporate CZ, APZ and noise zone planning considerations into their local plans to sustain aviation capabilities. If an AICUZ is not pursued, the designations of CZs and APZs should be considered in order to protect the long-term viability of the Sunport to support DoD aviation activities.</p>	X				Regional Planning Forum		Torrance County									
						MRCOG		Valencia County									
						A Sunport	L	City of Albuquerque									
						S Kirtland AFB		Pueblo of Isleta									
						A Bernalillo County		University of New Mexico									
						Sandoval County		U.S. Forest Service									
						Socorro County		Department of Energy									
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A for initial designation. Incorporation during formal Plan updates would be funded as project costs at time of update.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td></td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			
0-2 Years	3-5 Years	5-10 Years	On-going														
X																	
<p>Issues/Issue Factors: 5.2.1, 5.2.3.2, 5.3.1, 5.3.1.2 and 5.3.6</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.15. Consider Acquisition of Property to Ensure Land Use Compatibility (Recommendation 15).

This section recommends the consideration of using a range of strategies to acquire selected property to ensure land use compatibility for existing and potential, future Kirtland AFB and Sunport operations. The strategies can be used to acquire property currently entitled or parcels not yet zoned. Although an option, there is no intent to suggest revoking entitlements; impacting existing, approved developments; or down-zoning property. This series of strategies is intended to provide tools that can be used to eliminate existing incompatibilities and provide protection from inadvertently creating new ones. In the majority of cases, communities and Air Force installations focus on property within noise and accident potential zones near the airdrome. The mission types of Kirtland AFB non-aviation associates and the amount and type of training conducted by the 58th SOW and Air National Guard make these acquisition and disposal strategies relevant to all regional land use authorities. Potential candidate properties can be identified using Figures III – 3 and III -14 (Part III, p. III – 5 and III – 37, respectively). Acquisition strategies of potential use include:

- **Fee Simple Acquisition.** This strategy is normally the most expensive and involves property purchases from

willing sellers. The result is full ownership and land use control.

- **Fee Simple/Lease Back.** In this strategy property is purchased from a willing seller whose intent is to surrender title in exchange for the combination of payment and right to future use of the property in an acceptable manner. Uses are controlled by lease terms. Examples include sale and lease back of property for commercial or agricultural uses and animal grazing.
- **Property Donation.** Owners can relinquish private rights and donate property to the government with or without use conditions. These arrangements may be of interest to conservation organizations, if use conditions support their interests.
- **Eminent Domain.** This is the power of government to take privately owned property for public use in exchange for fair market value. While a powerful authority, “taking private property” can be a difficult and time consuming process. It can also potentially open the “taking” entity to unanticipated liabilities if the “fair market value” or the land use on which the government calculated that value is successfully challenged by the property owner.

Table IV – 15: Consider Acquisition of Property to Ensure Land Use Compatibility Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	S	A	Other								
15	<p>Consider Acquisition of Property to Ensure Land Use Compatibility</p> <p>Land use stakeholders should Identify property with existing, planned or potential incompatible development for possible acquisition and disposal for compatible uses.</p> <p>Kirtland AFB and Sunport officials should work closely with the land use stakeholders to identify those parcels that will most adversely impact mission activities.</p> <p>Kirtland AFB and Sunport officials should also help identify the types of compatible uses that can be allowed on undeveloped and developed property.</p> <p>Stakeholders should work with regional officials, business interests, State and Federal representatives and conservation organizations to obtain funding support to acquire property, if deemed appropriate.</p> <p>Land use authorities should ensure necessary plans and programs are in place to accept property if volunteered by property owners.</p> <p>Applicability of this recommendation extends beyond the KPAs and includes all property that can impact the viability of the Base or Sunport operations or the quality of the training conducted by Kirtland AFB assigned units.</p>	X	X	X	X	Regional Planning Forum	A	Torrance County									
						MRCOG	A	Valencia County									
						Sunport	A	City of Albuquerque									
						Kirtland AFB	A	Pueblo of Isleta									
						Bernalillo County	S	University of New Mexico									
						Sandoval County		U.S. Forest Service									
						Socorro County	S	Department of Energy									
<p>Budget Estimate: Staff Time, Unknown Funding.</p> <p>Possible Funding Sources: Local, State and Federal Agencies, Conservation Organizations, Congressional Funding, business community.</p>						<p>Timing</p> <table border="1"> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.3.2, 5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.6 and 5.4.5</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.16. Consider Acquiring Control of Property to Ensure Land Use Compatibility (Recommendation 16).

This section recommends the consideration of acquiring control of selected property to ensure compatibility with existing and potential, future Kirtland AFB and Sunport operations. The strategies can be used to acquire control of property currently entitled or parcels not yet zoned. This series of strategies is intended to provide tools to eliminate existing incompatibilities and protect from inadvertently creating new ones. Communities and Air Force installations normally focus on property acquisition within noise and accident potential zones near the airdrome. However, the mission types for Kirtland AFB non-aviation associates and the amount and type of training conducted by the 58th SOW and Air National Guard make the control of property away from the airfield relevant to all regional land use authorities. Acquisition strategies to control land use without ownership include:

- Lease. When an owner is unwilling or unable to relinquish ownership but is willing to restrict its use, a lease arrangement can be used to control compatible land use. The types of use and duration are controlled by lease terms. Government agencies at all levels, land use jurisdictions, businesses, private individuals and conservation organizations can negotiate leases.
- Easements. Easements are conditions voluntarily accepted by property owners or purchased by interested agencies to restrict property uses. In some cases, easements restrict development, development type or extent. In other circumstances, easements allow certain activities, such as overflight by military aircraft. (These are addressed in a separate recommendation.)

Easements can be donated for no consideration or donated in exchange for payment. Some easements provide owners tax incentives or advantages. Types of easements include:

- Open Space. The owner agrees to ensure use of the property meets the definition of open space in the lease terms which can include unused, used only for agriculture or grazing with-or-without specifically designated structures, undeveloped, developed with height restriction, use type and

density limitations, etc. The terms can be as imaginative as the parties can agree.

- Conservation. Conservation easements normally focus on retention of property for public use or to protect environmentally sensitive areas, species, ecosystems, etc. Most of these types of easements restrict development and limit population density supporting uses that are compatible with aviation activities.
- Management Agreements. Normally used by land trusts, a management agreement specifies how property will be used. Where a property owner considers a lease or formal easement as too formal a relationship, a management agreement can be used to secure use limitations. Property owners can enter agreements for no payment or be compensated for managing, or allowing their property to be managed, in a particular manner. These agreements are flexible and conditions, duration and terms are negotiated in individual agreements.
- Purchase Development Rights. When an owner is unwilling to sell property, he is sometimes willing to sell its development rights. Since the land use authority can manage development type, the result can be control of land use through the developer instead of the owner. This reality makes such agreements complicated. Purchasing development rights is sometimes done by an adjacent land owner concerned about the potential for incompatible or competing development of adjacent or nearby property – mirroring the concerns of stakeholders for property development to support the Base and Sunport.
- Zoning. Authorities can zone open parcels to ensure permissible development will be compatible with Kirtland AFB and Sunport operations.



Table IV – 16: Consider Acquiring Control of Property to Ensure Land Use Compatibility Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders															
						L	A	S	Timing												
16	<p>Consider Acquiring Control of Property to Ensure Land Use Compatibility</p> <p>Land use stakeholders should identify property with existing, planned or potential incompatible development whose control can be secured.</p> <p>Kirtland AFB and Sunport officials should work closely with land use stakeholders to identify those parcels that will most adversely impact mission activities.</p> <p>Kirtland AFB and Sunport officials should also help identify the types of compatible uses that can be allowed on undeveloped and developed property.</p> <p>Stakeholders should ensure strategies to secure the proper types and duration of land use controls are identified and implemented.</p> <p>Stakeholders should work with regional officials, business interests, State and Federal representatives and conservation organizations to obtain funding support to acquire control of the property, if deemed appropriate.</p> <p>Land use authorities should ensure necessary plans and programs are in place to accept control of property if volunteered by its owners.</p> <p>Applicability of this recommendation extends beyond the KPAs and includes all property that can impact the viability of the Base or Sunport operations or the quality of the training conducted by Kirtland AFB assigned units.</p>	X	X	X	X	Regional Planning Forum	A	Torrance County													
						MRCOG	A	Valencia County													
						Sunport	A	City of Albuquerque													
						Kirtland AFB	A	Pueblo of Isleta													
						Bernalillo County	S	University of New Mexico													
						Sandoval County		U.S. Forest Service													
						Socorro County	S	Department of Energy													
<p>Budget Estimate: Staff Time, Unknown Funding.</p> <p>Possible Funding Sources: Local, State and Federal Agencies, Conservation Organizations, Congressional Funding, business community.</p>						<table border="1"> <thead> <tr> <th colspan="4">Timing</th> </tr> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				Timing				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
Timing																					
0-2 Years	3-5 Years	5-10 Years	On-going																		
X			X																		
<p>Issues/Issue Factors: 5.2.3.2, 5.3.1, 5.3.2, 5.3.3, 5.3.4 and 5.3.6</p>																					
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																					



4.17. Consider Transfer of Property or Development Rights to Ensure Land Use Compatibility (Recommendation 17).

In the absence of sufficient funding to purchase or acquire control of property using other strategies, land exchange and transfer of development rights offer additional tools. These tools are similar in that both involve the voluntary shift of development from areas needing protection from certain types of growth to areas where a broader range of land uses are encouraged.

Land exchanges involve “any transaction other than a sale that transfers publically owned land ... from one owner to another.”⁵ Although traditionally used for “... consolidating public lands, simplifying federal land boundary management and [acquiring] important resource lands,” this strategy can be applied by local authorities to transfer public lands suitable for planned growth for property within KPA sectors to ensure its development will be compatible with Kirtland AFB and Sunport missions and opportunities.

Transfer of development rights applies to entitled property

and does not physically transfer property ownership; rather, it transfers *development rights* of similar value. The result is an owner accepting an range of control over future land use of his/her property – from voluntarily restricting development to those types acceptable to the land use authority to acceptance of a protective easement. Both strategies assume willing owners and land use authorities with property or development rights in areas where opportunities will be attractive to land owners of property needing protection.

Both tools have been used by communities to protect agricultural, cultural, environmental or historic areas from undesired encroachment. Applying these strategies to protecting Kirtland AFB or the Sunport operations from encroachment potentially offers two more ways to ensure compatible development. The advantage of these strategies is encroachment protection without significant financial investment.

Table IV – 17: Consider Transfer of Property or Development Rights to Ensure Land Use Compatibility Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	Regional Planning Forum	A	Torrance County								
17	<p>Consider Transfer of Property or Development Rights to Ensure Land Use Compatibility</p> <p>Land use stakeholders should Identify property with existing, planned or potential incompatible development for possible acquisition.</p> <p>Kirtland AFB and Sunport officials should work closely with land use stakeholders to identify those parcels that will most adversely impact mission activities.</p> <p>Kirtland AFB and Sunport officials should also help identify the types of compatible uses that can be allowed on undeveloped and developed property.</p> <p>Land use authorities should ensure necessary plans and programs are in place to perform land swaps or transfer of development rights with willing owners for property identified.</p> <p>Applicability of this recommendation extends beyond the KPAs and includes all property that can impact the viability of the Base or Sunport operations or the quality of the training conducted by Kirtland AFB assigned units.</p>	X	X	X	X		MRCOG	A	Valencia County								
						S	Sunport	A	City of Albuquerque								
						S	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	S	University of New Mexico								
						A	Sandoval County		U.S. Forest Service								
						A	Socorro County	A	Department of Energy								
						<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.3.2, 5.3.1 and 5.4.5</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	

⁵ Sierra Club, <http://www.sierraclub.org/policy/conservation/landexchange.aspx>





4.18. Ensure Conditions of Approval and Developer Agreements Support Land Use Compatibility (Recommendation 18).

Conditions of Approval and Developer Agreements refine land uses by establishing actions required to develop property zoned for specific uses. Land use authorities use these tools to ensure policies requiring actions such as noise disclosures, explosive testing advisory notices, aviation easements, etc., are included in documents transferring real estate ownership between parties.

Normally used as part of subdivision regulation, the fundamental principles underlying these tools can also be used to require specific conditions on development when Base organizations negotiate enhanced use leases, developments on government property or developments on government property leased to other entities.

Land use authorities should ensure disclosure, advisory, easement and other controls are included in conditions of approval and developer agreements. Base and local officials should use conditions of approval and developer agreements to effectively link policy guidance to land use execution to ensure compatible development.

Table IV – 18: Ensure Conditions of Approval and Developer Agreements Support Land Use Compatibility Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
18	Ensure Conditions of Approval and Developer Agreements Support Land Use Compatibility Land use stakeholders ensure disclosure, advisory, easement and other controls are included in conditions of approval and developer agreements. Base and local officials should use conditions of approval and developer agreements to effectively link policy guidance to land use to ensure compatible development.	X	X	X	X		Regional Planning Forum	A	Torrance County
							MRCOG	A	Valencia County
						S	Sunport	A	City of Albuquerque
						A	Kirtland AFB	A	Pueblo of Isleta
						A	Bernalillo County	S	University of New Mexico
						A	Sandoval County		U.S. Forest Service
						A	Socorro County	S	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: N/A.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			X
Issues/Issue Factors: 5.2.1, 5.2.3.1, 5.2.6.1, 5.2.6.2, 5.2.6.3, 5.3.6, 5.3.8.3, 5.4.5, 5.4.9 and 5.4.11									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									



4.19. Leverage Capital Improvement Programs (Recommendation 19).

Capital Improvement Programs (CIPs) are used by government to forecast and budget for capital requirements over time. They help identify needs, develop a timeline for execution and program needed funds. Funds can be sourced from multi-parties including the Congress, Federal, State and local programs, such as transportation, alternative energy development, etc. Additionally, funding is secured from the private sector when developers increase demand on existing infrastructure or create new requirements. The key to leveraging these programs to support Kirtland AFB, the Sunport and region is early identification and inclusion of information about out-year

requirements. Proper integration of existing, planned, programmed or anticipated requirements can provide financial planners and decision makers valuable insight into how CIPs can most effectively support Base and Sunport activities and enable regional growth.

Table IV – 19: Leverage Capital Improvement Programs Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	A	S	A								
19	<p>Leverage Capital Improvement Programs</p> <p>Stakeholders should ensure compatible land use planning assumptions are integrated into CIP development.</p> <p>Kirtland AFB and Sunport officials should ensure projects that will enhance sustainment, operational effectiveness, or support additional missions are identified to the appropriate stakeholder with CIPs.</p> <p>Stakeholders should ensure Base and Sunport needs are incorporated into their CIPs.</p> <p>Stakeholders should seek funding support from State Officials, the Congressional Delegation and Federal and State Agencies to support CIPs.</p>	X	X	X	X	Regional Planning Forum	A	Torrance County									
						MRCOG	A	Valencia County									
						Sunport	A	City of Albuquerque									
						Kirtland AFB	A	Pueblo of Isleta									
						Bernalillo County		University of New Mexico									
						Sandoval County		U.S. Forest Service									
						Socorro County	S	Department of Energy									
<p>Budget Estimate: Unknown.</p> <p>Possible Funding Sources: Federal and State programs, Congressional funding, developers.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
Issues/Issue Factors: 5.4.5																	
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.																	



4.20. Building Codes and Code Enforcement (Recommendation 20).

Building codes establish construction requirements to ensure structures are safe and habitable. Acceptable types of building materials and minimum acceptable requirements for structural characteristics, noise attenuation and capacity and configuration of electrical, natural gas, ventilation, plumbing and lighting systems are representative of the subjects addressed with building codes. The primary goal of using building codes is to provide healthy and safe residential and working environments and provide government the means to ensure they will be maintained. A secondary goal can be to protect local government from liabilities associated with intrusion of known “nuisances” on community members.

One of the most common nuisances is aircraft noise. Therefore, ensuring appropriate noise attenuation standards are included in new construction or significant renovation is an important part of code enforcement near aviation activities.

Table IV – 20: Building Codes and Code Enforcement

Building and Structural Codes

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						S	A	A	A								
20	<p>Building Codes and Code Enforcement</p> <p>Kirtland AFB and Sunport officials should work with stakeholders to ensure building codes protect the viability of their operations. As additional conflicts are identified, they should be addressed.</p> <p>Stakeholders should include building code requirements to ensure safe and healthy living and work environments in areas impacted by Kirtland AFB and Sunport operations. As additional requirements are identified, building codes should be modified.</p> <p>Appropriate noise attenuation standards should be included in building codes and enforced during construction or significant renovation.</p> <p>Kirtland AFB and Sunport officials should identify code violations, such as height, glare, night sky, etc., to the appropriate stakeholder(s), when noted.</p> <p>Stakeholders should take action, as appropriate, to rectify identified violations.</p>						Regional Planning Forum	A	Torrance County								
								MRCOG	A	Valencia County							
			X	X	X		A	Sunport	A	City of Albuquerque							
							A	Kirtland AFB	A	Pueblo of Isleta							
							A	Bernalillo County		University of New Mexico							
							A	Sandoval County		U.S. Forest Service							
							A	Socorro County	S	Department of Energy							
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.4.2, 5.2.4.3, 5.2.6.1, 5.2.6.2, 5.2.6.3, 5.3.1, 5.3.1.1, 5.3.5, 5.4.2, 5.4.3.2, 5.4.3.3 and 5.4.5</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.21. Mandatory Referral of Development Applications (Recommendation 21).

The most efficient way to evolve a strong, regional planning process is for land use authorities, Kirtland AFB and the Sunport to ensure that appropriate stakeholders' views are solicited as early in the development process as possible. Mandatory review of development applications amongst offices within local governments has long been the standard. Including a mandatory review by Kirtland AFB and Sunport officials of applications that could impact, or be impacted by, their operations will enhance coordination of actions. Coordination is particularly important for development that will occur within the boundaries of KPA II and KPA III. It will provide professional planning staff and land use authority decision makers early input to the value or concerns of a potential development. Also, early input by Kirtland AFB and Sunport officials could provide the impetus and basis for identifying acceptable alternatives to the initial application and result in enhanced project compatibility. If applications are ultimately rejected based on compatibility concerns, early identification of those issues could insulate local officials from criticism that they knowingly allowed time and financial resources to be spent on proposals they should have known could be rejected

based on compatibility issues.

Similarly, Kirtland AFB and Sunport officials should involve appropriate stakeholders in review of possible development that could have impacts outside their boundaries. Although the process used by the Air Force is not identical to those used by municipalities, it is sufficiently aligned to allow for referral to the local land use jurisdictions that could be impacted. Early identification of potential issues could lead to resolution and a more effective project.

This recommendation is not intended to apply to all development applications; however, the extent of its applicability cannot be determined without insight into the myriad development proposals since review should be based on the potential "impact" and not geography. For example, a proposed 500-foot tower within a Military Training Route included in KPA I should be reviewed. Conversely, the same tower within KPA I, but with no potential impact on Base or Sunport missions would not be referred. The complexity of assessing "impact" will require stakeholders to develop internal processes for determining what applications warrant referral. The Regional Planning Forum should work with the individual stakeholders to establish criteria dictating the mandatory referral of appropriate development applications.

Table IV – 21: Mandatory Referral of Development Applications

Development Review Process

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
						L	A	S	T
21	Mandatory Referral of Development Applications Stakeholders should refer development applications and request formal assessment and input from Kirtland AFB and Sunport officials. Kirtland AFB and Sunport officials should refer information about possible development that could have impacts outside their boundaries.	X	X	X	X	L	Regional Planning Forum	A	Torrance County
						A	MRCOG	A	Valencia County
						A	Sunport	A	City of Albuquerque
						A	Kirtland AFB	A	Pueblo of Isleta
						A	Bernalillo County	A	University of New Mexico
						A	Sandoval County	A	U.S. Forest Service
						A	Socorro County	A	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: N/A.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			X
Issues/Issue Factors: 5.1, 5.2.1, 5.2.3.1, 5.2.3.2, 5.2.4.2, 5.2.7, 5.3.2, 5.3.3, 5.3.4, 5.3.5, 5.3.6, 5.3.8.3, 5.3.9, 5.4.5, 5.4.9 and 5.4.11									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									



4.22. Military Participation on Local Planning Boards (Recommendation 22).

As noted earlier, DoD policy permits installation commanders to advise local planning authorities and government about concerns and anticipated impacts of land use decisions on their base operations. Options to support this authority include: (1) having a Kirtland AFB representative as a seated ex officio member on planning boards, (2) ensuring notifications and requests for comment are timely, and (3) developing other procedures aligned with existing stakeholder practices to ensure the

Base is formally involved early in planning processes. The Air Force is considering adoption of an Army program that authorizes each installation a “Community Planner” with liaison responsibilities to local government(s). Regardless, the 377th ABW Commander could appoint staff to participate on his behalf to ensure consistent and professional interaction to support the goal of effective and efficient regional planning.

Table IV – 22: Military Participation on Local Planning Boards Development Review Process

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
22	<p>Military Participation on Local Planning Boards</p> <p>Stakeholders should (1) include the 377th ABW Commander as a seated, ex officio member of their planning boards, (2) ensure timely notifications and requests for comment, and (3) develop alternative procedures to ensure early involvement.</p> <p>The 377th ABW Commander should appoint a member of his staff to represent him at each stakeholder planning board meeting.</p>	X	X	X	X	S	Regional Planning Forum	A	Torrance County								
						S	MRCOG	A	Valencia County								
						A	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
						A	Sandoval County		U.S. Forest Service								
						A	Socorro County		Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.1.1, 5.1.4, 5.2.1, 5.2.3.1, 5.2.3.2, 5.2.4.3, 5.2.5, 5.2.6.1, 5.2.6.2, 5.2.6.3, 5.2.6.4, 5.3, 5.4.2, 5.4.3.2, 5.4.3.3, 5.4.5, 5.4.9 and 5.4.11</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.23. Mandatory Referral of Documents Requiring Environmental Review (Recommendation 23).

For the same reasons as discussed in Section 4.21, *Mandatory Referral of Development Applications*, stakeholder projects and documents requiring National Environmental Policy Act (NEPA) and/or State-mandated environmental review should be referred to Kirtland AFB and the Sunport to ensure their views are solicited as early in the development process as possible.

Similarly, Kirtland AFB and Sunport officials should involve appropriate stakeholders in review of their projects that require environmental review.

The goals of identifying environmental implications of actions, disclosure of proposed actions, soliciting public input for decision makers and completing robust analysis of actions that significantly impact the human environment

would all be furthered by formal and expanded coordination.

Similar to Recommendation 21, the review should be based on the potential "impact" of development and not proximity to the Base or Sunport. The complexity of assessing "impact" will require stakeholders to develop internal processes for determining what applications warrant referral.

Table IV – 23: Mandatory Referral of Documents Requiring Environmental Review Development Review Process

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
23	<p>Mandatory Referral of Documents Requiring Environmental Review</p> <p>Stakeholders should refer documents requiring NEPA and other environmental review to Kirtland AFB and Sunport officials for review and comment.</p> <p>Kirtland AFB should refer documents associated with Base actions that require environmental review to the appropriate stakeholders for review and comment.</p>	X	X	X	X		Regional Planning Forum	A	Torrance County								
							MRCOG	A	Valencia County								
						A	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County		University of New Mexico								
						A	Sandoval County		U.S. Forest Service								
						A	Socorro County		Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going				X
0-2 Years	3-5 Years	5-10 Years	On-going														
			X														
<p>Issues/Issue Factors: 5.1, 5.2.1, 5.2.3.1, 5.2.3.2, , 5.3.2, 5.3.5, 5.3.6, 5.3.8.3, 5.3.9, 5.4.2 and 5.4.3.2</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	





4.24. Regional Transportation Planning and Land Use Compatibility (Recommendation 24).

Coordinated transportation planning is a critical element of regional land use planning. The capacity, effectiveness and efficiency of the individual and collective stakeholders' transportation systems directly impact the quality of life, environmental quality of the region and ability to support Kirtland AFB and Sunport activities. The behavior of individuals, such as use of regional or local transit, car pooling, bicycle commuting, etc., also has direct impact on the efficiency of the transportation system. Overall, the transportation system has implications for land uses by shaping property development that determines where people live, work and recreate. Also, the impact of transportation issues on air quality can have significant implications for Air Force retention and/or growth of aviation activities at Kirtland AFB.

MRCOG is the designated Metropolitan Planning Organization (MPO) and leads efforts to coordinate transportation issues amongst the members of the four-county MRCOG region. MRCOG is the clearinghouse for planning and focal point for effective coordination of

plans, programs and funding the transportation needs of the region. The employment and economic impacts of Kirtland AFB and the Sunport demand regional transportation planning address both their requirements and concerns. As part of the JLUS, a comprehensive transportation analysis was completed to ensure future land use planning could be appropriately informed of the individual requirements and concerns of MRCOG members, public agencies, the business community, citizens, Kirtland AFB leaders and workers, and Sunport users and employees. The results should be compared to existing, planned, programmed and envisioned transportation initiatives contained in MPO and stakeholder documents. To ensure Kirtland AFB and Sunport perspectives are included, each entity should be represented in the MPO review. Kirtland AFB and Sunport representatives should also be included on the MPO Board for all future transportation planning.

Table IV – 24: Regional Transportation Planning and Land Use Compatibility Compatible Land Use Planning/Local Review Process

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
24	<p>Regional Transportation Planning and Land Use Compatibility</p> <p>Existing Transportation Plans should be reviewed for compatibility with JLUS recommendations and the associated Transportation System Analysis. MRCOG, as the MPO, should identify areas of conflict and work with its board members to resolve inconsistencies.</p> <p>MRCOG should ensure Kirtland AFB and Sunport representatives are involved in reviewing transportation plans, if desired.</p> <p>Kirtland AFB and Sunport representatives should be included in future transportation planning by the MPO to ensure compatibility of transportation initiatives with their current, planned and possible missions.</p> <p>Stakeholders should encourage alternatives to single vehicle commuting based on the direct connection between transportation practices and air quality, a significant factor in the sustainability of Kirtland AFB and the Sunport for existing and potential new defense aviation activities.</p>	X	X	X	X	S	Regional Planning Forum	S	Torrance County
						L	MRCOG	S	Valencia County
						S	Sunport	S	City of Albuquerque
						S	Kirtland AFB	S	Pueblo of Isleta
						S	Bernalillo County	S	University of New Mexico
						S	Sandoval County		U.S. Forest Service
							Socorro County	S	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: N/A.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
									X

Issues/Issue Factors: 5.1.4, 5.2.4.1, 5.3.9 and 5.4.5

Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.



4.25. Real Estate Disclosures (Recommendation 25).

Disclosures are used to ensure that the sellers, buyers and agents involved in real estate transactions are protected from potential liability for not having informed the other parties of circumstances that may not be evident by simply viewing a property. Noise from a nearby airport or military base; presence in an area considered at possible risk from dropped objects or aircraft accidents; damage to structures from explosive activities; existing easements, etc., should be disclosed to potential buyers. The New Mexico boards that guide transactions for both commercial and residential property have standardized agreements with disclosure sections – included at Appendices K and L, respectively. However, the commercial form is often replaced by a purchase agreement specifically tailored to the property and parties are not required to include disclosures related to airport, military installations or training areas. Both agreements could be strengthened by inclusion of clarifying

language. County, City, Base, Sunport and real estate professionals should determine the precise disclosures, but examples could include:

- There is/is not (circle response) a commercial airport within 3 miles of this property.
- There is/is not (circle response) a military installation within 3 miles of this property.
- This property is/is not (circle response) under or within 1 mile of aircraft flight paths.

Table IV – 25: Real Estate Disclosures Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
25	<p>Real Estate Disclosures</p> <p>Stakeholders should develop comprehensive, standardized disclosure statements about Kirtland AFB and Sunport activities for inclusion in real estate documents.</p> <p>Kirtland AFB and the Sunport should clearly identify potential issues – noise, vibration, UXO, etc. – and the most appropriate language for the disclosure statements.</p> <p>Stakeholders should work with the State boards of real estate and local real estate communities to ensure these disclosures are provided to potential sellers prior to listing properties and potential buyers at the earliest opportunity.</p> <p>Stakeholders should ensure their land use regulations require appropriate disclosures in developer agreements.</p> <p>Consideration of including clarifying language on all real estate disclosures such as:</p> <ul style="list-style-type: none"> • There is/is not (circle response) a commercial airport within 3 miles of this property. • There is/is not (circle response) a military installation within 3 miles of this property. • This property is/is not (circle response) under or within 1 mile of aircraft flight paths. 	X	X	X	X	S	Regional Planning Forum	A	Torrance County								
						S	MRCOG	A	Valencia County								
						A	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	S	University of New Mexico								
						A	Sandoval County	S	U.S. Forest Service								
						S	Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going				X
0-2 Years	3-5 Years	5-10 Years	On-going														
			X														
<p>Issues/Issue Factors: 5.2.4.3, 5.3.1, 5.3.1.2, 5.3.5, 5.4.9 and 5.4.11</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.26. Real Estate Disclosures – Zoning and Development Agreements (Recommendation 26).

Like the use of disclosures during real estate transactions (Recommendation 25), disclosures are important to ensure zoning and development agreements accurately reflect or consider the implications of property encumbrances.

Table IV – 26: Real Estate Disclosures – Zoning and Development Agreements Land Use Regulations

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
26	Real Estate Disclosures – Zoning and Development Agreements Stakeholders should ensure zoning and development agreements reflect and/or include appropriate disclosures and support disclosures developed in Recommendation 25.		X	X	X	Regional Planning Forum	A	Torrance County	
						MRCOG	A	Valencia County	
						Sunport	A	City of Albuquerque	
						Kirtland AFB		Pueblo of Isleta	
						A		University of New Mexico	
						A		U.S. Forest Service	
						A		Department of Energy	
Budget Estimate: Staff Time. Possible Funding Sources: N/A.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			X
Issues/Issue Factors: 5.2.4.2, 5.3.1, 5.3.1.2, 5.3.5, 5.4.9 and 5.4.11									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									



4.27. Avigation Easements (Recommendation 27).

As discussed in Recommendation 6, easements are conditions voluntarily accepted by property owners or purchased by agencies to secure the rights to allow or limit specific property uses or development. An Avigation Easement is a special type of easement tailored to aviation activity. Uses allowed include overflight by aircraft and creation of attendant noise, dust, vibration, etc. or use of the property for landing or aviation-related training – drop of material or personnel, maneuver of troops, etc. Examples of uses restricted include building structures that violate height, lighting or location restrictions or development of uses that attract birds. In addition to the traditional focus on overflight, required ground training for special operations forces and construction of towers, wind

turbines and related transmission lines that could create safety issues for low flying aircraft could be of particular interest. For example, avigation easements along MTRs could be used to help protect 58th SOW training capabilities.

Avigation easements cannot be accepted by DoD; therefore, local government must be responsible for accepting them and the responsibilities that are attached. In this JLUS, easements should extend to training areas and routes used by the 58th SOW.

Table IV – 27: Avigation Easements

Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						L	A	S	A								
27	<p>Avigation Easements</p> <p>Stakeholders should develop or enhance their programs to ensure avigation easements are required for areas needing protection.</p> <p>Kirtland AFB and Sunport officials should assist land use authorities to identify areas needing protections and characterizing the specific protections required.</p> <p>The Regional Planning Forum should facilitate actions to standardize, as much as practical, avigation easement programs amongst the stakeholders.</p> <p>An Avigation Easement example is at Appendix M.</p>		X	X	X	Regional Planning Forum	A	Torrance County									
						MRCOG	A	Valencia County									
						Sunport	A	City of Albuquerque									
						Kirtland AFB	A	Pueblo of Isleta									
						Bernalillo County		University of New Mexico									
						Sandoval County		U.S. Forest Service									
						Socorro County		Department of Energy									
<p>Budget Estimate: Staff Time.</p> <p>Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.4.2, 5.3.1, 5.3.1.2, 5.3.5, 5.3.6 and 5.3.8.3</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.28. Light Control (Recommendation 28).

As discussed in Part III, Section 5.2.6, several critical missions conducted by Kirtland AFB organizations rely on dark night sky conditions. These include research and test missions associated with the Starfire Optical Range and operational training using Night Vision Goggles (NVGs) conducted by the 58th SOW. In 1999, the State of New Mexico passed the “Night Sky Protection Act” to preserve and enhance the State’s night sky. In 2009, enforcement of the Act became mandatory. This legislation provides a framework stakeholders can use to protect night skies. One recent comprehensive set of initiatives at fugitive light control are the standards created by the City of

Albuquerque, in conjunction with Kirtland AFB, for the Mesa del Sol development. An efficient way to implement formal light controls could be the adoption of these standards for regulatory amendments to zoning or development agreement approval by other stakeholders. These standards should be enforced for all new development, as well as for renovations and retrofits of existing fixtures.

Table IV – 28: Light Control

Local Administrative Actions

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
						S	A	A	A								
28	<p>Light Control</p> <p>Preserving night sky darkness is critical to the effectiveness of many Kirtland AFB missions. The State of New Mexico adopted the “Night Sky Protection Act” in 1999 to preserve and enhance natural darkness, an effort that supports the Base’s mission requirements. The light and glare controls created for the Mesa del Sol development offers a recent, comprehensive approach to working with Kirtland AFB to protect natural darkness.</p> <p>Stakeholders should develop and/or update light controls to protect Kirtland AFB missions including, but not limited to Starfire Optical Range activities and 58th SOW training.</p> <p>Stakeholders should consider integration of the Mesa del Sol development agreement standards since they have been accepted as effective controls by the Base.</p> <p>Kirtland AFB and the Sunport should work with the stakeholders to refine or supplement the Mesa del Sol standards to their particular circumstances and conditions, as appropriate.</p>	X	X	X	X	S	Regional Planning Forum	A	Torrance County								
							MRCOG	A	Valencia County								
						S	Sunport	A	City of Albuquerque								
						A	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
						A	Sandoval County	A	U.S. Forest Service								
						A	Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.4.2, 5.3.5, 5.4.9 and 5.4.11</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.29. Preserve La Semilla as a Buffer (Recommendation 29).

Preserve La Semilla as a buffer between Kirtland AFB and Mesa del Sol, the University of New Mexico property and the open office and industrial space immediately south of the Kirtland/Sunport perimeter.

La Semilla exists as a 100-year DOE lease from the State Land Office for the express purpose of insulating a portion of Kirtland AFB from surrounding land adjacent to the southwestern portion of the base and its potential, future development.

Any development within the buffer or modification to the currently agreed-to use of the buffer could present a form of encroachment on the installation impacting both DoD missions and DOE missions, testing, evaluation and experimentation.

Table IV – 29: Preserve La Semilla as a Buffer

Other

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
29	<p>Preserve La Semilla as a Buffer</p> <p>Preserve La Semilla as a buffer between Kirtland AFB and Mesa del Sol, the University of New Mexico property and the open office and industrial space immediately south of the Kirtland/Sunport perimeter.</p> <p>La Semilla exists as a 100-year DOE lease from the State Land Office for the express purpose of insulating a portion of Kirtland from surrounding land adjacent to the southwestern portion of the base.</p> <p>Any development within the buffer or modification to the currently agreed to use of the buffer could present a form of encroachment on the installation impacting both DoD and DOE missions, testing, evaluation and experimentation.</p>	X	X	X	X		Regional Planning Forum		Torrance County								
							MRCOG		Valencia County								
							Sunport	A	City of Albuquerque								
						A	Kirtland AFB	S	Pueblo of Isleta								
						A	Bernalillo County	S	University of New Mexico								
							Sandoval County		U.S. Forest Service								
							Socorro County	L	Department of Energy								
						<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.2.1, 5.5.5, 5.2.6.1, 5.2.6.2 and 5.2.6.3</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.30. Fuel Plume and Mixed Waste Landfill Advisories (Recommendation 30).

While neither the Fuel Plume nor Mixed Waste Landfill (Part III, Sections 5.4.7 and 5.4.8, respectively) represent current land use issues, they are both high visibility issues of significant interest to the DOE, Air Force, State and local governments, and local communities that are in close proximity to impacted areas.

DOE and Kirtland AFB hold a joint, semi-annual environmental public meeting to update local residents and interested parties regarding all environmental issues on the Base that includes the Fuel Plume and Mixed Waste Landfill.

In addition to these two public meetings, Kirtland AFB posts all briefings and information relevant to the fuel plume characterization and remediation on its public website; holds quarterly meetings with a Citizens Advisory Board; and meets with local neighborhood associations

regularly to demonstrate the Base's commitment to public participation and information sharing on plume remediation.

In May 2010, the Air Force Assistant Secretary for Installations, Environment and Logistics visited the Secretary of the New Mexico Environment Department to affirm the Air Force commitment to remediating the fuel plume as quickly as possible and to providing necessary resources. There are still many details to be worked regarding the final remediation of the fuel plume, but recent developments appear to be encouraging.

Table IV – 30: Fuel Plume and Mixed Waste Landfill Advisories

Other

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
30	<p>Fuel Plume and Mixed Waste Landfill Advisories</p> <p>Kirtland AFB and DOE officials should continue working with State and local government agencies and the public to provide appropriate release of information on the status of each issue, ongoing actions, future actions and projected end dates on all environmental issues.</p> <p>DOE, Kirtland AFB and regulating agencies in both State and local governments should continue to seek ways to enhance their interaction and cooperation.</p>	X					Regional Planning Forum		Torrance County								
							MRCOG		Valencia County								
							Sunport	A	City of Albuquerque								
						L	Kirtland AFB		Pueblo of Isleta								
						A	Bernalillo County		University of New Mexico								
							Sandoval County		U.S. Forest Service								
							Socorro County	L	Department of Energy								
<p>Budget Estimate: Staff Time. Possible Funding Sources: N/A.</p>						<p>Timing</p> <table border="1"> <thead> <tr> <th>0-2 Years</th> <th>3-5 Years</th> <th>5-10 Years</th> <th>On-going</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td></td> <td>X</td> </tr> </tbody> </table>				0-2 Years	3-5 Years	5-10 Years	On-going	X			X
0-2 Years	3-5 Years	5-10 Years	On-going														
X			X														
<p>Issues/Issue Factors: 5.4.7 and 5.4.8</p>																	
<p>Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.</p>																	



4.31. Ensure Compliance with FAA Parts 77 and 150 (Recommendation 31).

The requirements of FAA Parts 77 and 150 are fundamental to the Sunport retaining certification as a civilian airfield. Recommendations 7 (Request an AICUZ Study) and 14 (Consider Designations of CZ and APZ for Selected Sunport Runways) are intended to supplement underlying FAA requirements and provide additional information to land use authorities.

FAA Part 77 “establishes standards for determining obstructions in navigable airspace, sets forth the notice requirements of certain proposed construction or alteration, provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace and provides for public hearings on the hazardous effect of proposed construction or alteration.”⁶ Compliance with FAA Part 77 guidance (height) is required, and it must be considered for incorporation by land use authorities associated with the area surrounding the

Sunport and with training areas and military training routes away from the Sunport.

FAA Part 150 provides the basis for aircraft noise analysis and noise contour mapping of civilian airports. Guidance for compatible land use is provided within the 55, 65 and 75 dB noise contours as shown in Table III – 1, Part III, Section 5.1.1.3. Compliance with FAA Part 150 land use planning guidance is voluntary, but an approved Part 150 is a primary vehicle to obtain approval for applications for Federal grants for noise abatement programs.

Table IV – 31: Ensure Compliance with FAA Parts 77 and 150 Land Use Regulations

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
31	Ensure Compliance with FAA Parts 77 and 150 Stakeholders should ensure compliance with FAA Parts 77 and 150. Stakeholders with land use authority for training areas and military training routes not contiguous with the Sunport, should consider incorporating FAA Part 77 (height) requirements for property impacting, or impacted by, military aviation training.	X	X	X	X	S	Regional Planning Forum	A	Torrance County
							MRCOG	A	Valencia County
						A	Sunport	A	City of Albuquerque
						S	Kirtland AFB	A	Pueblo of Isleta
						A	Bernalillo County		University of New Mexico
						A	Sandoval County		U.S. Forest Service
							Socorro County		Department of Energy
Budget Estimate: Staff Time: Unknown project costs. Possible Funding Sources: FAA, DoD, State of New Mexico, property developers.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
							X		X
Issues/Issue Factors: 5.3.1.1 and 5.3.1.2									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									

⁶ https://oeaaa.faa.gov/oeaaa/external/content/FAR_Part77.pdf, p.14



4.32. Biennial Press Release Concerning Economic and Employment Impacts of Kirtland AFB and the Sunport (Recommendation 32).

The significant economic and employment impacts of Kirtland AFB and the Sunport are documented in Part III, Section 3. Ensuring regional citizens, as well as government and planning officials, remain cognizant of regional economic reliance on the Base and Sunport could help create a broad-based consensus on encouraging compatible land uses and discouraging those that would adversely impact Base or Sunport missions. One of the emphasis elements of the JLUS was creation of a standardized economic analysis of the Base and Sunport operations to support the ability of regional stakeholders to analyze and discuss economic issues using a common baseline. Releasing a periodic reminder of the economic

and employment impacts will provide an incentive to keep that baseline updated. The release should immediately follow the publication of Kirtland AFB's Biennial Economic Impact Statement. Consideration should be given to preparing the Base Economic Impact Statement annually. Differences in the way data is used and analyzed should be highlighted to help residents understand how the assumptions used in the analysis impact results. The intent should be to ensure that the overall regional impact is highlighted and citizens do not incorrectly attribute the economic and employment benefits to only jurisdictions immediately adjacent to Kirtland AFB and the Sunport.

Table IV – 32: Biennial Press Release Concerning Economic and Employment Impacts of Kirtland AFB and the Sunport Other

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders			
32	<p>Biennial Press Release Concerning Economic and Employment Impacts of Kirtland AFB and the Sunport</p> <p>The Regional Planning Forum should prepare periodic releases concerning the economic and employment impacts of Kirtland AFB and the Sunport.</p> <p>The release should immediately follow the publication of Kirtland AFB's Biennial Economic Impact Statement. Consideration should be given to preparing the Base Economic Impact Statement annually.</p> <p>Differences should be highlighted to ensure an appreciation that the region benefits from Base and Sunport operations and citizens do not incorrectly attribute the economic and employment benefits to only jurisdictions immediately adjacent to the Base and Sunport,</p>	X				L	Regional Planning Forum		Torrance County
						A	MRCOG		Valencia County
						A	Sunport		City of Albuquerque
						A	Kirtland AFB		Pueblo of Isleta
							Bernalillo County		University of New Mexico
							Sandoval County		U.S. Forest Service
							Socorro County	S	Department of Energy
Budget Estimate: Staff Time. Possible Funding Sources: N/A.						Timing			
						0-2 Years	3-5 Years	5-10 Years	On-going
						X			X
Issues/Issue Factors: 5.1.2									
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.									





4.33. Pursue Mission Growth and Seek New Missions for Kirtland AFB (Recommendation 33).

Kirtland AFB is a large installation and hosts a diverse group of missions and units. Several of the existing DoD missions and other activities support operations that are growing in significance for national security. The Base's size, location and operating environment provides capacity to absorb additional mission growth. Also, the flying conditions, access to valuable ranges and airspace and investments in specialized equipment could be attractive for emerging, new missions. Stakeholders should work with the Kirtland Partnership Committee, the New Mexico

Office of Military Base Planning and Support, State and Federal Delegations, regional business organizations and citizens' activities to pursue mission growth for the Base. Increased mission activity could increase the Base's military value, better leverage taxpayer investments and provide the region greater economic benefits in exchange for limiting land uses to sustain Base and Sunport missions.

Table IV – 33: Pursue Mission Growth and Seek New Missions for Kirtland AFB

Other

#	Description	KPA I	KPA II	KPA III	KPA IV	Action Stakeholders											
33	<p>Pursue Mission Growth and Seek New Missions for Kirtland AFB</p> <p>Stakeholders should work to secure mission growth for existing activities and seek new missions for Kirtland AFB.</p> <p>The Regional Planning Forum should facilitate support to the Kirtland Partnership Committee and assist stakeholders in working with the New Mexico Office of Military Base Planning and Support to leverage the numerous advantages offered by Kirtland AFB, the region and valuable training venues in New Mexico and the Southwest.</p> <p>Appropriate assistance should be sought from State and Federal Delegations, regional businesses and community organizations and other interested groups.</p>	X				L	Regional Planning Forum	A	Torrance County								
						A	MRCOG	A	Valencia County								
						A	Sunport	A	City of Albuquerque								
						S	Kirtland AFB	A	Pueblo of Isleta								
						A	Bernalillo County	A	University of New Mexico								
						A	Sandoval County	A	U.S. Forest Service								
						A	Socorro County	A	Department of Energy								
<p>Budget Estimate: Staff Time, \$50,000/year.</p> <p>Possible Funding Sources: State, regional and local organizations, business interests and support groups.</p>						<p>Timing</p> <table border="1"> <tr> <td>0-2 Years</td> <td>3-5 Years</td> <td>5-10 Years</td> <td>On-going</td> </tr> <tr> <td></td> <td></td> <td></td> <td>X</td> </tr> </table>				0-2 Years	3-5 Years	5-10 Years	On-going				X
0-2 Years	3-5 Years	5-10 Years	On-going														
			X														
Issues/Issue Factors: 5.3.3, 5.3.4 and 5.3.7																	
Legend: KPA (Kirtland AFB Planning Area); L (Lead); A (Action); S (Supporting); Timing (Estimated Completion) See also Section 3.0.																	



5.0 Summary Table – Recommendation to Stakeholder

This section includes a summary of recommendations cross-referenced to stakeholders and responsibilities.

Recommendation Number	Recommendation Title	Regional Planning Forum	MRCOG	Support	Kirtland AFB	Bernalillo County	Sandoval County	Socorro County	Torrance County	Valencia County	City of Albuquerque	Pueblo of Isleta	University of New Mexico	U.S. Forest Service	Department of Energy
1	Establish a JLUS Implementation Committee		L	A	A	A	A	A	A	A	A	A	A	A	A
2	Develop Memoranda of Understanding		L	A	A	A	A	A	A	A	A	A	A	A	A
3	Establish a Regional Planning Forum		L	A	A	A	A	A	A	A	A	A	A	A	A
4	Establish a Kirtland AFB Planning Area	L		S	A	A	A	A	A	A	A	A	S		S
5	Request an Air Installation Compatible Use Zone (AICUZ) Study		S	L	A	S	S	S	S	S	A	S			
6	Support Codifying New Mexico Executive Order No. 2004-046 into State Law	S	A	S	S	S	S			S	S	S	S		S
7	Support State Designations of Regional Military Influence	L	A	S	S	A	A	A	A	A	A	A	S	S	
8	Pursue Designation as Area of Critical State/Local Concern and Interest	L	A	S	S	A	A	A	A	A	A	A	S	S	S
9	Evaluate Formal Coordination of Local Comprehensive Planning	L	S	S	S	A	A	A	A	A	A		S		S
10	Formalize Relationship Between the Pueblo of Isleta and Kirtland AFB	S	S	S	L	S				S		A			S
11	Ensure an Aviator Advisor is Included in Development of Alternative Energy Projects and Leases	S	S	S	S	A	A	A	A	A	A	A	A	A	A
12	Consider Small Area Feasibility Study of Southern Entrance to Kirtland AFB if Base Missions Change	S	L	S	A	A		S		S	A	S	A		S
13	Support Remediation of UXO on Kirtland AFB	S			A	A					A			S	A
14	Consider Designations of CZ and APZ for Selected Support Runways			A	S	A					L				
15	Consider Acquisition of Property to Ensure Land Use Compatibility	L	S	S	S	A	A	A	A	A	A	A	S		S
16	Consider Acquiring Control of Property to Ensure Land Use Compatibility	L	S	S	S	A	A	A	A	A	A	A	S		S
17	Consider Transfer of Property or Development Rights to Ensure Land Use Compatibility	L		S	S	A	A	A	A	A	A	A	S		A

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Recommendation Number	Recommendation Title	Regional Planning Forum	MRCOG	Sunport	Kirtland AFB	Bernalillo County	Sandoval County	Socorro County	Torrance County	Valencia County	City of Albuquerque	Pueblo of Isleta	University of New Mexico	U.S. Forest Service	Department of Energy
18	Ensure Conditions of Approval and Developer Agreements Support Land Use Compatibility			S	A	A	A	A	A	A	A	A	S		S
19	Leverage Capital Improvement Programs	L	A	S	A	A	A	A	A	A	A	A			S
20	Building Codes and Code Enforcement	S		A	A	A	A	A	A	A	A	A			S
21	Mandatory Referral of Development Applications	L	A	A	A	A	A	A	A	A	A	A	A	A	A
22	Military Participation on Local Planning Boards	S	S	A	A	A	A	A	A	A	A	A	A		
23	Mandatory Referral of Documents Requiring Environmental Review			A	A	A	A	A	A	A	A	A			
24	Regional Transportation Planning and Land Use Compatibility	S	L	S	S	S	S		S	S	S	S	S		S
25	Real Estate Disclosures	S	S	A	A	A	A	S	A	A	A	A	S	S	A
26	Real Estate Disclosures – Zoning and Development Agreements					A	A	A	A	A	A				
27	Avigation Easements	L		S	S	A	A	A	A	A	A	A			
28	Light Control	S		S	A	A	A	A	A	A	A	A	A	A	A
29	Preserve La Semilla as a Buffer				A	A					A	S	S		L
30	Fuel Plume and Mixed Waste Landfill Advisories				L	A					A				L
31	Ensure Compliance with FAA Parts 77 and 150	S		A	S	A	A		A	A	A	A			
32	Biennial Press Release Concerning Economic and Employment Impacts of Kirtland AFB and the Sunport	L	A	A	A										S
33	Pursue Mission Growth and Seek New Missions for Kirtland AFB	L	A	A	S	A	A	A	A	A	A	A	A	A	A





6.0 Summary Table – Recommendation to Part III Issue Factors

This section includes a summary of recommendations intended to address factors discussed in Part III. Where recommendations are considered to be of special relevance, they are in **bold font**.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	No.	Discussion Area	Page		
																																		5.1	Planning Regionally	III-10	
X	X	X	X		X			X												X	X	X												5.1.1	Collaborative Planning	III-10	
		X			X															X		X								X			5.1.2	Economic Impact	III-11		
		X			X															X		X												5.1.3	Transportation	III-11	
		X	X		X			X												X	X	X	X											5.1.4	Air Quality	III-11	
																																		5.2	Sustaining Kirtland AFB	III-12	
		X	X		X			X	X				X				X			X	X	X							X					5.2.1	Perimeter Development	III-13	
		X	X		X						X																								5.2.2	Southern Entrance	III-14
		X			X			X									X			X	X	X													5.2.3.1	Tijeras Arroyo	III-15
		X	X	X				X					X	X	X	X				X	X	X													5.2.3.2	Valle del Sol	III-15
																								X											5.2.4	Mesa del Sol	III-15
		X	X		X						X													X											5.2.4.1	Transportation	III-16
		X	X		X														X	X						X		X							5.2.4.2	Light Pollution	III-16
		X	X		X														X		X					X		X							5.2.4.3	Noise Impacts	III-16
		X	X		X																X								X						5.2.5	La Semilla	III-17
																																			5.2.6	Dark Skies Initiative	III-17
		X	X		X												X		X		X								X						5.2.6.1	Light Encroachment	III-17
		X	X		X												X		X		X								X						5.2.6.2	Starfire Optical Range	III-18
		X	X		X												X		X		X								X						5.2.6.3	UNM Observatory	III-18
			X		X																X														5.2.6.4	Dark Sky Legislation	III-18
		X	X		X							X								X															5.2.7	Land Withdrawals	III-19
																																			5.3	DoD Aviation Activities	III-20

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	No.	Discussion Area	Page			
		X	X	X	X								X	X	X	X			X		X			X	X	X							5.3.1	Flt Safety and Msn Training	III-20			
		X	X		X														X		X									X			5.3.1.1	FAA Runway Zones	III-20			
		X	X	X	X								X											X	X	X				X			5.3.1.2	Military Runway Zones	III-21			
		X			X	X	X		X						X	X				X	X	X												5.3.2	LATN – Helicopters	III-23		
		X			X	X	X								X	X				X	X										X			5.3.3	MTRs – MC-130	III-23		
		X			X	X	X								X	X				X	X										X			5.3.4	Drop and Landing Zones	III-24		
		X	X		X	X	X												X	X	X	X		X	X	X	X							5.3.5	NVG Training	III-24		
		X	X	X	X			X	X				X	X	X				X	X	X	X													5.3.6	Arrival/Departure Routes	III-25	
				X																											X			5.3.7	NM Air National Guard	III-26		
																																			5.3.8	Wind Farm Development	III-26	
		X			X			X		X								X		X	X	X						X							5.3.8.3	Sig to DoD Aviation	III-27	
		X			X	X	X	X												X	X	X	X												5.3.9	Air Quality	III-28	
																																	5.4	Enabling Community Dev	III-28			
					X				X										X		X	X													5.4.2	Munitions and Explosive	III-32	
					X				X										X		X	X														5.4.3.2	Chestnut Range	III-33
					X				X										X		X															5.4.3.3	Small Arms Ranges	III-34
		X	X		X						X																									5.4.4	UXO – Base Perimeter	III-34
		X	X		X										X	X	X	X	X	X	X	X		X												5.4.5	Gibson Blvd and Gate Area	III-34
		X																																		5.4.6	LRRI and Land Transfers	III-36
																																X			5.4.7	Fuel Plume Remediation	III-36	
																															X				5.4.8	Mixed Waste Landfill	III-37	
		X	X		X												X		X	X				X	X		X								5.4.9	UNM Student Housing	III-38	
		X	X		X												X		X	X				X	X		X								5.4.11	UNM Observatory	III-38	

